

December 21, 2016

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CHIEF EXECUTIVE OFFICER

Noemi Emeric-Ford  
Regional Administrator, Region 9  
Environmental Protection Agency  
75 Hawthorne Street, SFD6-1  
San Francisco, CA 94105

Dear Noemi Emeric-Ford:

This constitutes the Cover Letter for the California High-Speed Rail Authority's Brownfields Coalition Assessment Grant application.

Applicant: California High-Speed Rail Authority  
770 L Street, Suite 620  
Sacramento, CA 95814  
DUNS Number: 011075376

Funding Requested

Grant Type: Assessment  
Assessment Grant Type: Coalition  
Federal Funds Requested: \$600,000  
Contamination: Hazardous Substances (\$300,000) and Petroleum (\$300,000)

Location: City of Los Angeles, California

Contacts: Project Director  
Melissa DuMond, Director of Planning and Integration  
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Chief Executive  
Jeff Morales, Chief Executive Officer  
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EDMUND G. BROWN JR.  
GOVERNOR



Noemi Emeric-Ford

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Population: 4,031,000 (Los Angeles County is not experiencing persistent poverty)

Regional Priorities Form: Attached

Other Factors Checklist: Attached

Letter from State Environmental Authority: Attached

Thank you for your consideration of our grant application. We hope that we have developed a compelling justification for funding site assessments in the Los Angeles Union Station area and look forward to advancing this important work.

Sincerely,



Jeff Morales  
Chief Executive Officer

Attachment(s)

cc: Jenna Hornstock, Los Angeles County Metropolitan Transportation Authority  
Jennifer Bergener, Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency

## **1. COMMUNITY NEED**

### **1.a. Target Area and Brownfields**

***1.a.i. Community and Target Area Descriptions:*** Los Angeles Union Station (LAUS) is centrally located in downtown Los Angeles, and is one of the busiest transportation hubs in the nation, with almost 160,000 trips per day. LAUS is owned by Los Angeles County Metropolitan Transportation Authority (Metro), the primary operator of bus and regional rail services, and is served by local and regional buses, light rail, subway, commuter rail, intercity rail, long distance Amtrak services<sup>1</sup>, and will be served by high-speed rail service starting in 2029. In 2016, a Coalition consisting of the California High-Speed Rail Authority (the Coalition lead), Metro and Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN Agency) was formed to work with local jurisdictions to improve land use and economic conditions around LAUS. The LOSSAN Agency is a joint powers authority that manages the second busiest passenger rail corridor in the country, with LAUS as one of its main destinations. The Coalition's focus is the area of one-mile radius around LAUS (target area), which includes the Civic Center, Little Tokyo, Arts District, Chinatown, Aliso Village, and Mission Junction neighborhoods, as well as portions of Angelino Heights, Boyle Heights, and Skid Row.

In the 1800s, the target area was primarily used for industrial purposes. Over time, industrial uses gave way to transportation infrastructure and institutional uses. As a result, known and suspected brownfields are present throughout the target area. Currently, the area is a patchwork of land uses, containing a regional transit hub, commercial and industrial facilities, residences, government buildings, restaurant and retail uses, vacant lots, correctional facilities, bus and rail maintenance facilities, and freeways. Developed before the advent of modern environmental standards, brownfields are located directly adjacent to homes and community facilities of sensitive populations in the target area.

Today an opportunity exists to study and plan for a once in a lifetime transformation of the LAUS target area. The environmental contamination poses obstacles to development, but through this grant, the Coalition can take an important step toward regenerating the urban core. The economic resurgence of downtown Los Angeles is providing incentive to capitalize on repurposed brownfields for productive use. Community-led planning efforts have reimagined what the target area can become, and planned station and transportation service improvements (discussed in Sec. 2.c.), combined with future high-speed rail service, will help create one of the most vibrant transportation hubs in the nation.

***1.a.ii. Demographic Information and Indicators of Need:*** As Table 1 illustrates, sensitive populations with greater susceptibility to many of the contaminants and cumulative environmental issues in the target area make up a disproportionate share of the residents in the target area – including communities of color, unemployed, low-income individuals, and senior citizens. The target area has high concentrations of communities of color living in close proximity to stationary and mobile sources of pollution and contamination. The target area also has a high rate of populations that are more vulnerable to contaminants and cumulative issues, such as children under 18 living in poverty (substantially higher than the rate in the City of Los Angeles and more than double the county, state and national rates).

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<sup>1</sup> Los Angeles County Metropolitan Transportation Authority, Los Angeles Union Station Master Plan Technical Memo – Existing Transit Access, Circulation, and Parking. March 2013.

**Table 1 – Demographic Information**

	Target Area <sup>1</sup>	City of Los Angeles	Los Angeles County	California	United States
Population	30,860	3,900,794	10,170,292	39,144,818	321,418,820
Population Density (persons per sq mile) <sup>2</sup>	9,644	7,755	2,141	240	85
% Minority <sup>3</sup>	83.5%	71.6%	73.1%	61.3%	37.7%
% Unemployed <sup>4</sup>	6.3%	6.0%	5.7%	5.9%	5.0%
Poverty Rate	32.8%	22.1%	18.2%	16.3%	15.5%
% Children (under 18)	10.0%	21.8%	23.1%	23.9%	23.3%
Poverty Rate, Children (under 18)	52.2%	31.9%	25.5%	22.2%	21.4%
% Very Young Children (under 5)	3.0%	6.4%	6.4%	6.5%	6.3%
Single Mothers in Poverty, as % of Women ages 15 to 50 who had a birth in past 12 months	36.7%	21.7%	18.0%	15.5%	17.7%
% Senior Citizens (over 65)	15.8%	11.2%	11.9%	12.5%	14.1%
Median Household Income (year 2015 \$)	\$31,576	\$50,205	\$56,196	\$61,818	\$53,889

Data (with exception of % unemployed) are from the 2015 American Community Survey data profile and are available on American FactFinder at <http://factfinder.census.gov/>  
<sup>1</sup> Zip code 90012 is used for Target Area (approximately one mile around LAUS).  
<sup>2</sup> Square miles for each geography was obtained from [www.google.com](http://www.google.com)  
<sup>3</sup> Minority is defined as all ethnic groups other than white, non-hispanic.  
<sup>4</sup> Data are from the Bureau of Labor Statistics website (as of end of 2015) and are available at <http://www.bls.gov/>

**1.a.iii. Brownfields and Their Impacts:** An Environmental Data Resources Inc. (EDR)

government database search report was conducted in April 2016 as part of a corridor study for the Burbank to Los Angeles project section of the California High-Speed Rail project.<sup>2</sup> Properties in the area are likely contaminated with a variety of substances based on the EDR report, including petroleum hydrocarbons, heavy metals, and chlorinated solvents given the historic and current uses in the target area. Potentially contaminated properties may include gasoline stations, automobile repair facilities, railroad corridors and rail yards, dry cleaners, and manufacturing facilities. Aerially deposited lead may be present in surficial soils along major streets and highways. Negative environmental impacts have occurred in the target area due to these brownfields. Industrial waste byproducts have contaminated the ground at William Mead Homes, a public housing project in the target area. Over 11,000 tons of soil had to be removed and treated in the early 2000s, but not before residents were told not grow vegetables for consumption and a playground was fenced off.<sup>34</sup> Air and noise pollution is prevalent from highway, railroad, and helicopter operations in the target area, and blight is an ongoing concern due to the prevalence of vacant parcels.

The EDR report identified 46 sites within one mile of LAUS that were listed in one or more databases. Of the 46 sites, 10 sites were identified in the EDR report as posing a high risk, 14 sites posed a medium risk, and 22 posed a low risk; the risk ranking information is included in the EDR report. All 46 sites will be considered during the site identification and prioritization process funded by the EPA grant (discussed in Sec. 3.a.i.). Results from the assessments will be

<sup>2</sup> Environmental Data Resources Inc., EDR DataMap Environmental Atlas, CHSR Burbank to Los Angeles Corridor. April 20, 2016.

<sup>3</sup> LA Weekly, Home, Sweet Dump, January 19, 2000. Website, accessed December 20, 2016. Available: <http://www.laweekly.com/news/home-sweet-dump-2131547>

<sup>4</sup> Los Angeles Times, Toxic Cleanup Set at Housing Project, January 21, 2000. Website, accessed December 20, 2016. Available: <http://articles.latimes.com/2000/jan/21/local/me-56233>

used to prioritize the assessed sites for cleanup plans. The eight high and medium risk sites within closest proximity to LAUS are:

- Southern California Gas/Aliso Street Manufactured Gas Plant (MGP), Site 398
- So Cal Gas/Aliso Sector C, Blocks Q&R/Los Angeles Police Department Motor Transport/Piper Technical Center/Aliso MGP, Site 415,
- County of Los Angeles – Jail Expansion, Site 398,
- Caltrans-Commercial Property, Site 421,
- Union Station/Metro Rail, Site 410,
- U.S. Postal Service Terminal Annex, Site 402,
- Los Angeles County Jail, Site 400, and
- International Bank Property, Site 389.

### **1.b. Welfare, Environmental, and Public Health Impacts**

**1.b.i Welfare Impacts:** A variety of welfare issues negatively impact the quality of life for residents in the target area. The underutilization of the area's land also represents missed opportunities to provide space for job training, small business incubation, and much-needed housing within walking distance of inexpensive public transit that in less than half an hour reaches the region's major job centers and educational opportunities (and in the process provides an environmentally sustainable commute mode). Open space is scarce, with only 0.4 acres of parkland per 1,000 residents, the second lowest park level of service in the City of Los Angeles<sup>5</sup> and well below the California benchmark of 3 acres of parkland per 1,000 residents, established by the Quimby Act. The target area is primarily in the Central City North community plan area and directly abuts and overlaps with the Central City community plan area. Central City has the highest total crime rate (52.1 crimes per 1,000 residents in six months), the highest rate of violent crime (13.3 crimes per 1,000 residents in six months), and the highest rate of property crime (38.8 crimes per 1,000 residents in six months), compared to city-wide averages of 13.5 total crimes, 2.5 violent crimes, and 11 property crimes per 1,000 residents over six months.<sup>6</sup> Central City North, while having crime rates comparable to city averages (14.5 total crimes, 2.5 violent crimes, and 11.9 property crimes per 1,000 residents over six months), experiences negative spillover effects of the crime occurring in Central City, as evidenced by only 59% of adults in Central City and Central City North reporting that they perceive their neighborhood to be safe from crime.<sup>7</sup>

**1.b.ii Cumulative Environmental Issues:** Of the 20 Census tracts within the target area, 16 of them rank higher than the 90<sup>th</sup> percentile in CalEnviroScreen 2.0, a screening methodology developed by the California Environmental Protection Agency (CalEPA) that can be used to help identify California communities that are disproportionately burdened by multiple sources of pollution. All Census tracts within the target area experience maximum pollution burden (95<sup>th</sup> percentile or higher), which accounts for the effects of ozone, particulate matter (PM), diesel, pesticides, toxic releases, traffic, drinking water, cleanups, groundwater, hazardous waste, impaired water bodies, and solid waste.<sup>8</sup> As compared to the rest of the City of Los Angeles, the

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<sup>5</sup> City of Los Angeles, Heath Atlas for the City of Los Angeles. June 2013.

<sup>6</sup> Ibid.

<sup>7</sup> Ibid.

<sup>8</sup> California Environmental Protection Agency, CalEnviroScreen Version 2.0. Website, accessed December 14, 2016. Available: <http://oehha.ca.gov/calenviroscreen/report/calenviroscreen-version-20>

target area has the highest percentage of its population within 500 feet of manufacturing lands, which places this zip code in the top 10% rank of zip codes in the state with the worst pollution burden scores.<sup>9</sup> United States Route 101, Interstate 5, California State Route 110, and Interstate 10 all intersect within the target area, carrying with them almost 1 million vehicles each day.<sup>10</sup> Railroad lines along the Los Angeles River that bisect the target area carry over 100 diesel-powered passenger and freight trains a day. The C. Erwin Piper Technical Center, just east of LAUS on the west bank of the Los Angeles River, houses the Los Angeles Police Department (LAPD) air support division. This division operates the nation's largest rooftop heliport on top of the technical center, where 19 helicopters are dispatched to respond to police incidents.<sup>11</sup> This high concentration of transportation uses generates disproportionately high air quality and noise impacts on disadvantaged communities within the target area. Sensitive uses within the target area that are subject to these cumulative environmental issues are discussed in Sec. 1.b.iii.

**1.b.iii Cumulative Public Health Impacts:** Area residents living in the vicinity of numerous brownfield properties generally are less healthy than nearby residents that live in areas with fewer or no brownfields. The poor health of these residents are potentially linked to exposure to the contaminants present in area brownfields. Exposure in the target area is most likely to occur through inhalation of vapors from volatile organic compounds, petroleum, or chemicals from dry cleaning via vapor intrusion into area structures and residences. These individuals may also see an increased incidence of asthma and an increased cancer mortality rate, which may be caused by exposure to PCBs, PCE, and TCE. The presence of sensitive populations likely exacerbates the impact of these exposures. Hospitalization from violent assault (including murder) is generally higher in areas with blight and numerous vacant or undeveloped properties and lack of access to opportunity. In the target area, homicide is the second leading cause of premature death after coronary heart disease.<sup>12</sup> In addition to explicit health and safety impacts, vacant brownfields cause land use patterns that lack basic resources such as grocery stores, parks and community/recreation centers. Without local recreation opportunities or safe walking conditions, obesity and diabetes can become problems for residents near brownfields. In the target area, 25% of adults meet physical activity guidelines for aerobic and muscle-strengthening activity each week while only 16% of children participated in physical activity each week. Additionally, 19% of adults are obese, 34% are overweight, and 9% have been diagnosed with diabetes.<sup>13</sup> Sensitive uses within the target area subject to cumulative public health impacts include multi-family residential land uses located west and north of the existing railroad lines. A four- to five-story apartment building complex is adjacent to and north of Union Station. This apartment complex is on the west side of the Cesar E. Chavez Avenue undercrossing and subject to pollution from railroad operations and other brownfield contaminants in the target area. The William Mead Homes multi-family housing project, which is owned and operated by the Housing Authority of the City of Los Angeles for the benefit of low income residents, is located north of the railroad lines, approximately one-third mile north of LAUS. These homes have been subject to

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<sup>9</sup> City of Los Angeles, Heath Atlas for the City of Los Angeles. June 2013.

<sup>10</sup> Caltrans, Traffic Data Branch, 2014 All Traffic Volumes on California State Highway System. Website, accessed December 16, 2016. Available: <http://www.dot.ca.gov/trafficops/census/>

<sup>11</sup> Los Angeles Police Department, Air Support Division. Website, accessed December 13, 2016. Available: [http://www.lapdonline.org/air\\_support\\_division](http://www.lapdonline.org/air_support_division), [http://www.lapdonline.org/air\\_support\\_division/content\\_basic\\_view/1179](http://www.lapdonline.org/air_support_division/content_basic_view/1179)

<sup>12</sup> City of Los Angeles, Heath Atlas for the City of Los Angeles. June 2013.

<sup>13</sup> Ibid.

environmental contamination and remediation efforts due to brownfields in the target area, as discussed in Sec. 1.a.iii.<sup>14</sup>

### **1.c. Financial Need**

**1.c.i. Economic Conditions:** Regional and local funding is not available to conduct the assessments that will be supported by this grant. In 2011, the State of California eliminated Redevelopment Agencies, which had utilized tax increment financing for the acquisition, assessment, remediation, and reuse of blighted properties-including many brownfields. The elimination of Redevelopment Agencies resulted in a lack of dedicated resource allocation (staff and funding), reducing the capacity for local jurisdictions to focus staff on assessing and remediating brownfields. The loss of Redevelopment Agencies compounded longstanding financial challenges in local jurisdictions, which face rising costs for government services coupled with stagnant sales taxes and local property taxes capped by state law. These fiscal challenges restrict the ability of local jurisdictions to fund brownfield assessments. The formation of the Coalition and its collaborative proposal reflect the need to work together to overcome an economic and fiscal obstacle that no member can tackle individually.

**1.c.ii. Economic Effects of Brownfields:** The presence of brownfield properties has a serious negative impact on communities: they hinder new development and deter businesses from moving to the area. The perception of unknown contamination and high expense, as well as the difficulty in selling structures in areas that are clearly decaying, makes it difficult to promote infill and reuse of industrial areas. These problems decrease property values (and thus lower the tax base) and reduce opportunities for community building and visual surveillance-potentially increasing criminal activity in the area. Retail vacancies are 4.2% in the target area compared with 3.7% citywide, with retail rents at \$2.63/square foot/month compared to \$3.00/square foot/month citywide.<sup>15</sup> Office rents are also lower in the target area, at \$2.69/square foot/month compared to \$3.08/square foot/month citywide.<sup>16</sup> Combined with other risk factors, the preponderance of vacant lots and blight created by known and suspected brownfields has reduced access to opportunity for local residents by limiting the number of potential jobs and local services within the target area contributing to the disproportionately high unemployment and poverty rates illustrated in Table 1.

## **2. PROJECT DESCRIPTION AND FEASIBILITY OF SUCCESS**

### **2.a. Project Description, Timing and Implementation**

**2.a.i. Project Description and Alignment with Revitalization Plans:** There are many local, regional, state and federal policies that support the goal of this project, which is to advance land reuse and promote growth and development within the LAUS area. This will be accomplished by the following grant-funded activities: engagement with community partners and local jurisdictions, identification of brownfield sites for assessment within one mile of LAUS, production of 24 Phase I and eight Phase II environmental site assessments (ESAs), and creation of eight site cleanup plans and schematic site concepts in order to prepare the remediated parcels for development. Current planning efforts that will be aligned with the activities funded by this grant include:

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<sup>14</sup> Los Angeles Times, Optimistic Mead Residents to Celebrate, November 8, 1992. Website, accessed December 20, 2016. Available: [http://articles.latimes.com/1992-11-08/news/ci-538\\_1\\_william-mead-residents](http://articles.latimes.com/1992-11-08/news/ci-538_1_william-mead-residents)

<sup>15</sup> Jones Lang LaSalle Americas, Inc., Market Research - 90012, December 2016.

<sup>16</sup> Ibid.



**Metro** recently approved the creation of an Exploratory Taskforce (Taskforce) identifying the City of Los Angeles, Metro, the Authority and the County of Los Angeles as members. The Taskforce will formally coordinate across planning and infrastructure investments in and around LAUS and the Civic Center. Goals of the Taskforce are to identify potential revenue generation opportunities and partnerships necessary to pursue such opportunities, engage stakeholders including the public, business leaders, other agencies and neighboring communities, ensure equitable distribution of benefits, and seek funding opportunities, including applying for grants, that support the coordinated planning efforts of the Taskforce members.<sup>17</sup>

**The City of Los Angeles** is currently in the process of updating the Central City and Central City North Community Plans, part of the city's Land Use Element, that will build upon downtown's transit rich nature and implement new zoning regulations, as well as relook at heavily industrial areas. The City is also underway with a Civic Center Master Plan, to be completed in 2018, that is studying of five City-owned properties with a focus on redevelopment and public/private partnership opportunities. This grant funding will help accomplish Implementation Program #38 of the City of Los Angeles Health Element, which calls for securing funding to expedite the identification, acquisition, and remediation of contaminated lands suitable for community revitalization purposes.

**Metro and the City of Los Angeles** are updating the Alameda District Specific Plan, which governs land use at LAUS; starting summer 2017. Metro is pursuing a study to coordinate multi-jurisdictional planning and infrastructure investments to create actionable strategies that support equity, sustainability, infill development, and connectivity to jobs and housing in a rapidly transforming, transit rich area around LAUS and the Civic Center. Components of the study include: tax increment financing feasibility; district-wide sustainable infrastructure planning; adding transfer of floor area ratio (TFAR) to the Alameda District Specific Plan; and community engagement to develop a collective vision.

**Other regional plans.** SCAG is funding a feasibility study called Park 101, which plans to create a "cap" park over United States Route 101 through the target area in an effort to promote compact, more sustainable community in the target area. Other significant recent improvements and public investments in the target area include the construction of Grand Park, rehabilitation of the County Hall of Justice, construction of the new Federal Courthouse, and planning for a new 2-acre City park at First Street and Broadway.

**State policies** support investment around LAUS. The target area is within a Transit Priority Area (TPA), as defined by SB 743 from the California state legislature. Sites within TPAs are eligible for state funding for redevelopment infill projects and subject to a streamlined environmental process.

By facilitating site assessment within the target area around LAUS, the grant will help prepare land for repurposing, which would fulfill the objectives of local, regional, state, and federal policies and move the target area past planning into an implementation stage. As transportation agencies, the Coalition members have a vested interest in revitalizing land around LAUS to support system ridership.

### **2.a.ii. Timing and Implementation:**

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<sup>17</sup> Los Angeles County Metropolitan Transportation Authority, Creating Opportunities for Equitable Transit Oriented Communities around Union Station and the Civic Center, Board Report and Motion Item 48: 2016-0863. October 27, 2016.



**2.a.ii.a.** The project is anticipated to commence in spring 2017 and close in spring 2020. The Authority will administer the grant and be responsible for implementing and completing the grant-funded activities, in partnership with the other Coalition members. Within one month of the MOA, the Authority will procure a contractor through a request for proposals. The Authority's Contracts Department will prepare the solicitation, notification, and organize the proposal review, interviewing, negotiations, and contract management. The contract will be approved by the Chief Executive Officer. The Authority has capacity to perform these functions, as evidenced by contract management and grant management performance with billions of dollars in federal grants and program delivery responsibilities associated with the high-speed rail project (more details in Section 5).

**2.a.ii.b.** Within one month of NTP to the contractor, Coalition members will agree on a process to establish site selection criteria for selecting sites. Detailed criteria will expand upon several general principles, prioritizing parcels that are: identified as opportunity sites with significant redevelopment potential in locally adopted plans and those that meet EPA Brownfield site eligibility guidelines. Within the second quarter after the NTP, the Coalition will work with the Taskforce to ensure site selection aligns with the goals from local land use plans around LAUS and community objectives. The Coalition partnership governance structure will be formalized through the development of the MOA and document how selection criteria will be developed in cooperation with Coalition members, local jurisdictions and community partners. The Coalition will review preliminary priority sites with the Taskforce from which a final set will be identified utilizing the process established by the Coalition. A prioritized list of 24 sites will be selected from the 46 sites identified in the April 2016 report to advance to Phase 1 Site Analysis. Site assessments will occur over a year and half after the sites have been selected in early 2018. Schematic designs and cleanup plans will be developed throughout 2019 and the first quarter of 2020.

**2.a.ii.c.** Coalition members will pursue securing site access agreements with local jurisdictions and property owners. If access cannot be obtained for a blighted vacant priority site, Coalition members may consider working with the Taskforce and City of Los Angeles staff to utilize state laws such as AB 440 (known as the Gatto Act) to gain access, or another site on the priority list may be assessed instead. The proposed schedule is included in Table 2.

**Table 2 – Proposed Schedule**

	Q2 2017	Q3 2017	Q4 2017	Q1 2018	Q2 2018	Q3 2018	Q4 2018	Q1 2019	Q2 2019	Q3 2019	Q4 2019	Q1 2020
Notice of Award	X											
MOA Adoption	X											
Issue RFP & Consultant Selection		X										
Contract Award		X										
Site Selection		X	X	X								
Public Engagement			X			X	X		X		X	
Site Assessments				X	X	X	X	X	X	X		
Schematic Designs & Cleanup Plans								X	X	X	X	X

## **2.b. Task Descriptions and Budget Table**

### ***Task 1 – Partner Engagement and Site Identification*** **\$20,750**

The Authority will be responsible for ensuring timeliness and accuracy of deliverables. The contractor will be responsible for preparing materials for community and stakeholder engagement, reporting to Coalition and Task Force members, and the preparation of Site Assessments, Schematic Designs and Cleanup Plans. The list of potential sites will be vetted using EPA guidelines and in consultation with the community organization partners, resulting in a final list of sites and site access as discussed in Section 2.a.ii.

Outputs: *MOA, Priority Sites Inventory, Site Assessment List*

Staff time, Lead Planner: 55.6 hours/month @ \$45/hour for 3 months = \$7,500; Senior Environmental Engineer: 38.5 hours/month @ \$65/hour for 3 months = \$7,500; Contractual: \$5,000 for preparation and coordination of materials; Travel and supplies = \$750.

### ***Task 2 – Community Engagement*** **\$61,500**

The Coalition will utilize Metro's process and engagement approach for the area, which includes interviews with key stakeholders, focus groups and larger public charrettes with interactive strategies, to facilitate discussion about the site prioritization, assessment, and cleanup planning activities. Community engagement efforts will include community communication materials, regular community briefings, project web site, and messaging developed by local jurisdictions and community based organization partners. Engagement will occur during site selection, after ESAs have been conducted, and during site cleanup and reuse planning. This effort will be coordinated by the Authority's communication team in collaboration with community organization partners resulting in a community engagement plan, three community meetings and five focus group meetings.

Outputs: *Community Engagement Plan, 3 Community Open Houses, 5 Focus Group Meetings, Summary Report of engagement activity*

Staff time, Lead Planner: 12.35 hours/month @ \$45/hour for 9 months = \$5,000; Senior Environmental Engineer: 8.55 hours/month @ \$65/hour for 9 months = \$5,000; Contractual: \$50,000 for organization of materials preparation and coordination of materials; Travel and supplies = \$1,500.

### ***Task 3 – Phase I and Phase II Assessments*** **\$409,000**

The partnership will conduct a thorough consultant selection process to identify the most appropriate firm for this project. This portion of the project includes consultants performing Phase I and II Environmental Assessments as well as Quality Assurance Project Plans, Health and Safety Plans, Sampling and Analysis Plans, and other related reports as warranted. Assessment sites are expected to be evenly divided between those with suspected petroleum contamination and those with suspected hazardous substances contamination. Information from Tasks 1 and 2 and the Phase 1 ESAs will be used to prioritize sites selected for Phase II ESAs, schematic site plans and cleanup plans.

Outputs: *24 Phase I site Assessments; 8 Phase II site Assessments*

Staff time, Lead Planner: 15.87 hours/month @ \$45/hour for 21 months = \$15,000; Senior Environmental Engineer: 10.997.41 hours/month @ \$65/hour for 21 months = \$15,000; Contractual: 24 Phase 1 @ \$8,950 = \$214,800; 8 Phase II @ \$20,000 = \$160,000; Travel and supplies = \$4,000.

### ***Task 4 –Cleanup Planning*** **\$78,000**

As land reuse is one of the primary goals of the project, Authority staff and the project partnership will produce schematic designs and cleanup plans for eight sites that are deemed locations with high redevelopment potential and aligned with adopted local plans. DTSC will be consulted regarding feasibility.

Outputs: 8 Schematic Designs; 8 Cleanup Plans

Staff time, Lead Planner: 7.41 hours/month @ \$45/hour for 15 months = \$5,000; Senior Environmental Engineer: 5.13 hours/month @ \$65/hour for 15 months = \$5,000; Contractual: 8 sites @ \$8,000 = \$64,000; Travel and supplies = \$4,000.

### **Task 5 – Project Management and Reporting**

**\$30,750**

This task includes staff time for general oversight of the project and general reporting requirements for the grant award. Authority project staff will hold weekly project meetings to monitor progress, identify and develop strategies to resolve issues that arise, and generate quarterly reports.

Outputs: Quarterly Reports

Staff time, Lead Planner: 4.63 hours/month @ \$45/hour for 36 months = \$7,500; Senior Environmental Engineer 3.21 hours/month @ \$65/hour for 36 months = \$7,500; Contractual: \$5,000 for preparation of regular reporting; Other = \$10,000 for financial and performance reporting; Travel and supplies = \$750.

### **2.b.ii. Budget Table:**

<b>Hazardous Substances Budget</b>						
<b>Category</b>	<b>Task 1</b>	<b>Task 2</b>	<b>Task 3</b>	<b>Task 4</b>	<b>Task 5</b>	<b>Total</b>
<b>Personnel</b>	\$ 7,500	\$ 5,000	\$ 15,000	\$ 5,000	\$ 7,500	\$ 40,000
<b>Travel</b>	\$ 250	\$ 250	\$ 1,500	\$ 1,500	\$ 250	\$ 3,750
<b>Supplies</b>	\$ 125	\$ 500	\$ 500	\$ 500	\$ 125	\$ 1,750
<b>Contractual</b>	\$ 2,500	\$ 25,000	\$ 187,500	\$ 32,000	\$ 2,500	\$ 249,500
<b>Other</b>	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000
<b>Total</b>	\$ 10,375	\$ 30,750	\$ 204,500	\$ 39,000	\$ 15,375	\$ 300,000
<b>Petroleum Budget</b>						
<b>Category</b>	<b>Task 1</b>	<b>Task 2</b>	<b>Task 3</b>	<b>Task 4</b>	<b>Task 5</b>	<b>Total</b>
<b>Personnel</b>	\$ 7,500	\$ 5,000	\$ 15,000	\$ 5,000	\$ 7,500	\$ 40,000
<b>Travel</b>	\$ 250	\$ 250	\$ 1,500	\$ 1,500	\$ 250	\$ 3,750
<b>Supplies</b>	\$ 125	\$ 500	\$ 500	\$ 500	\$ 125	\$ 1,750
<b>Contractual</b>	\$ 2,500	\$ 25,000	\$ 187,500	\$ 32,000	\$ 2,500	\$ 249,500
<b>Other</b>	\$ -	\$ -	\$ -	\$ -	\$ 5,000	\$ 5,000
<b>Total</b>	\$ 10,375	\$ 30,750	\$ 204,500	\$ 39,000	\$ 15,375	\$ 300,000

**2.c Ability to Leverage:** Metro has secured almost \$2 billion of local, state and federal funding for projects within the target area that will mitigate and repurpose brownfields, create more transit service, and improve facilities on and around LAUS that can be leveraged to successfully revitalize the sites assessed with this grant. These projects include LAUS forecourt and esplanade improvements, ConnectUS street improvements, the Link US run through track and expanded concourse project (formerly known as Southern California Regional Interconnector Project, or SCRIP), and the Regional Connector project, which is linking the regional light rail network together with a new subway through downtown Los Angeles to connect with Little Tokyo and LAUS. Other local projects taking advantage of public and private funding to repurpose brownfield sites are Los Angeles State Historic “Cornfield” Park, Albion Riverside Park, and mixed use development Blossom Plaza. The Authority is currently conducting environmental analysis within the target area, as explained in Sec. 1.a.iii. This work can be

leveraged with the grant funding to identify additional investigation needs about known and suspected brownfields to further reduce redevelopment risk. As discussed in Sec. 2.a.i., Metro is seeking \$1 million in funding from SCAG, with \$840,000 in local matching funds, to do district-scale planning in the target area. The Coalition plans to align the brownfield site selection, assessment, and reuse planning activities with the engagement process and district-scale focus of the SCAG funded activities. Sites within the target area are likely to align with the following state funding programs: Affordable Housing and Sustainable Communities, Transit and Intercity Rail Capital Program, Energy Efficiency for Public Buildings, Residential Weatherization and Solar, California DTSC Revolving Loan Fund, California Water Resources Board's Storm Water Grant Program, and annual Low-Income Housing Tax Credits for affordable housing and community facilities. Los Angeles County has recently approved property tax funds that can be leveraged in the target area to improve and maintain parks and outdoor areas. The City of Los Angeles may choose to utilize the Gatto Act to recover cleanup costs where assessments reveal contamination for which there is a viable responsible party.

### **3. COMMUNITY ENGAGEMENT AND PARTNERSHIPS**

#### **3.a. Engaging the Community**

**3.a.i. Community Involvement Plan:** Coalition members will leverage existing relationships and build upon Metro's activities to work with local community groups to develop a shared vision and priorities for the target area. The Coalition's relationships with community stakeholders are continuously building and have recently been enhanced through local and regional initiatives including Metro's Regional Connector, LAUS Master Plan, ConnectUS, and Link US projects, the city's Central City and Central City North community plan updates, and high-speed rail planning for Burbank to Los Angeles and Los Angeles to Anaheim project sections. The community engagement plan will include the following:

- Process for stakeholders and members of the public to inform site prioritization, receive updates about site assessments, and inform reuse planning
- Convene three public meetings to: share information including project overview, composition and goals of the Coalition, desired project outcomes, and timeline; receive input and feedback from community groups, property owners, local businesses and residents about site selection and land reuse planning; and share outcomes and discuss next steps
- Hold five focus group meetings with interested members of the community to receive detailed input into project goals, site selection, and reuse planning
- Develop printed and online material on the overall project, opportunities for engagement, ESAs, and reuse planning; disseminate brochures in heavily traveled places within the target area where they will be highly visible and accessible.

**3.a.ii. Communicating Progress:** The Coalition will utilize methods that have proven successful in past regional and local planning initiatives and leverage existing relationship and meeting formats from current Metro and high-speed rail engagement activities. We anticipate that these will include: reporting regularly to the Transit-Land Use Committee of the Authority's Board of Directors, which is a publically held and noticed meeting; reporting regularly to Metro's LAUS/Civic Center Taskforce; establishing a project website where stakeholders and members of the public can get information about the project and receive updates on progress (with translation where appropriate); provide regular correspondence to the community through the project website, mailing flyers to residences and businesses, sending electronic newsletters, and sharing project updates through social media; and leveraging Metro's planned activities to reach

disadvantaged and non-English speaking communities through community partners, door to door outreach, organizing meetings at various times and within the communities to maximize ability for attendance, providing on-site translation as needed and materials in multiple languages.

### **3.b. Partnerships with Government Agencies**

**3.b.i. Local/State/Tribal Environmental Authority:** The **California Department of Toxic Substances Control (DTSC)** oversees the investigation and remediation of Brownfield sites in the state. The LAUS target area is located in DTSC's Southern California Region. DTSC will be available to consult on the grant and provide input on site selection and other key decisions, as well as provide guidance on opportunities to obtain future cleanup funding through sources such as its voluntary cleanup program and revolving loan fund.

**3.b.ii. Other Governmental Partnerships:** Through the Taskforce, the Authority has an existing working relationship with Metro, the City of Los Angeles, and the County of Los Angeles. This group will be utilized to ensure that all relevant local jurisdictions are engaged in the project, since the Coalition members do not have land use authority in the target area. The LOSSAN Agency and the Authority are partners in state rail planning, which includes connectivity investments in and around our stations. The Authority also has a strong existing working relationship with SCAG, who is responsible for implementing the Regional Transportation Plan and the Sustainable Communities Strategy for the Southern California region. In addition, the Authority maintains strong longstanding relationships with other regional planning and regulatory organizations including the Los Angeles Regional Water Quality Control Board, South Coast Air Quality Management District, and the Los Angeles County Department of Public Health. The California Strategic Growth Council (SGC) is a cabinet level committee tasked with coordinating state activities to improve air and water quality, increase the availability of affordable housing, promote public health, improve transportation, encourage greater infill and compact development, and revitalize community and urban centers. The Authority and SGC are close partners, working together throughout California focused on HS station area development as a practical implementation of the Governors climate change initiatives. As one of the twelve state agencies administering the California Climate Investment Program, we have important relationships with the other administering state agencies like the SGC, Caltrans/CalSTA, Air Resources Board, Community Services and Development, and Energy Commission. As discussed in Sec. 2.a.i., the MOU the Authority signed in 2010 with the USHUD, USDOT, and USEPA includes the federal Livability Principles, which will guide the work of the project. These agencies will be key partners in assessing the sites and preparing them for eligible cleanup and reuse funding from federal programs.

The activities funded by this grant will position the impacted sites selected by Coalition members to acquire and leverage additional funds for sustainability, affordable housing, economic development and equity from sources such as the state of California's Affordable Housing and Sustainable Communities program, Metro's MATCH Affordable Housing Loan Fund, and the DTSC revolving loan fund, as well as to forge public private partnerships and to take advantage of the influx of private capital seeking development sites in downtown Los Angeles.

### **3.c. Partnerships with Community Organizations**

**3.c.i. Community Organization Description & Role:** Community organization partners for this project include organizations that represent land use, economic development, and environmental quality interests in the target area. The Authority and Coalition members have long standing relationships with many of these organizations and have successfully worked with them on many

issues including economic development, housing, and land use. In addition to the organizations named, we will build on relationships and capacity developed through the Authority's and Metro's existing community engagement activities with local neighborhood groups, such as the Chinatown Business Improvement District, Little Tokyo Community Council, and Southeast Asian Community Alliance. Metro, as part of their SCAG grant, is planning to target historic cultural neighborhoods such as Little Tokyo and Chinatown; emerging neighborhoods such as the Arts District; El Pueblo; neighborhood councils and business improvement districts; business and development groups such as the Central City Association; elected officials at the local, State and federal level; and other advocacy groups such as Friends of Park 101, historic preservationists; bike and pedestrian activists focused on mobility; and rail enthusiasts. The Coalition's goal is to design the work so that community organizations can maximize the effectiveness of their participation. Within 3 months of establishment of the MOA, the Authority will meet with the community partners to provide a project overview, develop the community engagement plan, and solicit input about issues relevant to their areas of expertise.

**Trust for Public Land** is a national non-profit organization with a strong presence in Los Angeles that protects land for people and creates healthy, livable communities; it will focus on community engagement, development strategies, and funding opportunities. **Council for Watershed Health** is a local non-profit organization that works to advance the health and sustainability of watersheds, rivers, streams and habitats in Los Angeles; it will focus on remediation strategies, improving groundwater quality, and improving water quality in the Los Angeles River. **Urban Land Institute** is a national non-profit organization with a strong presence in Los Angeles that provides leadership in the responsible use of land and in creating and sustaining thriving communities; it will focus on convening real estate experts, conducting research and education, and providing advisory services. **American Planning Association** is a national non-profit organization with a strong presence in Los Angeles that provides leadership in the development of vital communities by advocating excellence in planning; it will focus on land use, development and reuse planning. **MoveLA** is a local non-profit organization with a broad coalition of partners that advocate for the development of a robust public transportation system in Los Angeles; it will focus on community engagement and transit-oriented development. **Los Angeles Business Council** is a local non-profit organization that unites the business and government communities together for education and advocacy to promote environmental and economic sustainability; it will focus on site prioritization and reuse planning. **Los Angeles Area Chamber of Commerce** is a local non-profit organization that champions economic prosperity and quality of life for the Los Angeles region; it will focus on economic development and reuse planning.

**3.c.ii. Letters of Commitment:** Attached to this proposal.

**3.d. Partnerships with Workforce Development Programs:** The Coalition will identify a process for integrating workforce development programs into the assessment, cleanup and redevelopment of sites for which ESAs are conducted. This will involve consulting with and identifying partners such as recent EPA Environmental Workforce Development and Job Training Grantees, like the LA Conservation Corps. Additionally the Coalition will explore potential opportunities for expanding workforce development programs the Authority is already funding, like the Cypress Mandela Training Center in the Central Valley, which also partners with several other Fresno area based organizations and is a nationally recognized training model that has received acclaim for excellence in workforce training. For the redevelopment process

within the target area, local first source hiring policies would be used to leverage existing workforce development programs near LAUS.

#### **4. PROJECT BENEFITS**

**4.a. Welfare, Environmental, and Public Health Benefits:** The identification and evaluation of contaminated properties will allow for the remediation of petroleum hydrocarbons, heavy metals, and chlorinated solvents within the target area and the mitigation of exposure to residual contaminants that cause health risks on those properties. These actions will improve environmental quality of the properties and protect area residents and business occupants from exposure to contamination, with the benefit of potentially reducing cancer rates, increasing life expectancy, and improving quality of life. Once exposure to contaminants has been mitigated, the overall health of individuals in the target area (particularly children, young mothers, and the elderly) will improve. Assessments of properties that show perceived contamination is not present will remove the risk from perceived contamination and liability that would otherwise hinder property redevelopment.

**4.b. Economic and Community Benefits:** The redevelopment of brownfields properties will provide increased tax revenue for the under-used properties to the municipality and create additional jobs and potentially additional residential living spaces. This will improve retail vacancies, retail rents, and office rents in the target area. As vacant and blighted properties are redeveloped, it will help to increase overall area property values, and further increase tax revenue within the target area. By placing these properties back into productive use, it will fill vacancies between viable businesses, reducing blight and helping to create a sense of community and increasing security. Improved physical conditions and reduced crime within the target area will also encourage more walking and bicycling by community members, helping to address health issues like obesity and diabetes affecting residents in the target area.

#### **5. PROGRAMMATIC CAPABILITY AND PAST PERFORMANCE**

**5.a. Audit Findings:** The Authority undergoes annual external audits per federal requirements, ad hoc audits from state oversight entities, as well as conducts ongoing internal audits to objectively discover operational and programmatic strengths and/or deficiencies. State of California Federal Compliance Audits were performed of the Authority in FY13, 14, and 15. No findings were identified in FY13 or 15, with two findings identified in FY14: 1) The Authority complied with the Davis-Bacon Act, however the Authority lacked finalized procedures. The Authority finalized labor compliance procedures in June 2015; and 2) The Authority uses a manual process to track federal financial data for the basis of preparing federal expenditure reports. The Authority implemented procedures for comparing amounts reported to accounting records prior to submission.

**5.b. Programmatic Capability:** The Authority, as a department of the State of California must adhere to all relevant state and federal regulations governing cooperative agreements with the federal government. The Authority has the infrastructure in place to successfully fulfill all administrative functions requisite to this Brownfields Assessment and Cleanup Grant. The Authority has a **Financial Office** that includes five distinct branches: **Budgets:** Prepares financial reports and budget forecasts for the Department of Finance and the FRA. **Accounting:** Maintains records of all financial transactions, monitors account balances, manages cash flow, prepares and posts financial statements, and reports on the Authority's financial results. **Contracts and Procurement:** Prepares all binding agreements and works closely with the Authority's Legal Office to ensure compliance with state and federal procurement guidelines and



flow down requirements. **Financial Management Systems:** Responsible for the technical systems and tools that support the business of the Finance Office. **Contract Administration:** Administers contracts including invoicing.

To maintain appropriate separation of duties and accountability, the Authority has two separate and distinct programmatic and financial oversight branches independent of the Financial Office: **Audit Office:** Reports directly to the Board of Directors. The Audit Office prepares an annual audit plan, provides independent evaluation of the Authority's programmatic and financial compliance, recommendations concerning operational and programmatic deficiencies/strengths, and potential internal and external risks to the organization. **Grant Management Office:** Reports to the Government Relations Office and is responsible for compliance oversight for all grant funding that the Authority receives.

The Authority currently retains international experts in hazardous materials and site remediation with over 50 years of combined experience in the field. These experts have strong proficiency performing Phase I and II ESAs and will be responsible for managing and overseeing the technical work performed by contractors as part of this grant agreement. The Authority is experienced in every step of the project delivery process including planning, design, environmental clearance, due diligence, property acquisition and construction activities. Our experts know the industry and can strategically manage the contracted work to complete the Phase I and II ESAs as well as stakeholder engagement.

**5.c. Measuring Environmental Results: Anticipated Outputs/Outcomes:** As the tasks in Section 2.b.i are executed, the Coalition will use databases and progress reports presented at regular Coalition meetings to document project delivery. The Coalition will work with the Taskforce to monitor progress, report out to the public and EPA, and mitigate risks that may arise during the project period. At the close of the project period, the Coalition will report to EPA the outputs and outcomes accomplished with the grant funds and what additional outcomes are expected to be achieved after the project period. The Coalition is made up of regional and state agencies that are committed to pursuing additional positive outcomes in the target area through the Taskforce after the project period outputs have been accomplished.

#### **5.d. Past Performance and Accomplishments**

##### **5.d.ii. Has Not Received and EPA Brownfields Grant but has Received Other Federal or Non-Federal Assistance Agreements**

**5.d.ii.1. Purpose and Accomplishments:** Due to the large scope of the high-speed rail project and the corridor program approach of FRA's High-Speed Intercity Passenger Rail Program, the Authority does not have existing grants that are comparable in size to the EPA brownfields assessment grant. However, the Authority has a successful history of grant management and project delivery with federal funds, and the infrastructure to manage the EPA grant. Our federal grants includes the environmental clearance and preliminary engineering activities, and construction of elements of the system. The high-speed rail program is a compilation of many individual projects, similar to the project proposed in this application. The Authority has been awarded three federal grants from the U.S. Department of Transportation, Federal Railroad Administration (FRA):

1. Omnibus Appropriations Act, 2010 (PTC System Project- CBOSS Specifications for the Peninsula Corridor): \$16,000,000 (completed/closed)
2. American Reinvestment and Reinvestment Act of 2009 (ARRA): \$2,552,556,231

3. Omnibus Appropriations Act, 2010 (FY10): \$928,620,000 to continue construction of the high speed rail system in California.

The Authority is currently within the performance period for both open grant awards. Accomplishments to date includes acquisition and environmental clearance activity for approximately 1,000 parcels including Phase I and Phase II ESAs, three major construction contracts for over 119 miles of civil work with construction underway in nine (and expanding) locations such as rail crossing grade separations (29 over/under bridge crossings, four viaducts and two trenches). Additionally, the Authority's construction projects include over 750 craft labor workers and over 327 certified small business operations working on the high-speed rail project (103 disadvantaged and 38 disabled veteran enterprises). Major elements of the ARRA grant's scope of work are property acquisition, environmental clearance for the right-of-way footprint, and station area planning. A pre-approved and pre-identified task within the ARRA scope of work states the Authority is "to work cooperatively to develop this major hub [LAUS] with current owners and rights holders and influence and benefit from future station development activities." The Authority is committed to assisting Coalition members in joint planning and environmental clearance activities to support future high-speed rail operations that concurrently support economic development options in the LAUS area.

5.d.ii.2. Compliance with Grant Requirements: Per the terms and conditions of the cooperative agreements, FRA and the Authority work closely together to meet the project schedule and project's major milestones. FRA conducts an annual in-depth monitoring review. The 2015 review produced no significant findings; the 2016 review is pending, with no significant findings anticipated. As would be expected in a mega-project (building the first high-speed rail system in the U.S.), there have been barriers to overcome. The Authority has implemented a robust risk management framework to identify and manage risks; development of dynamic manuals, policies and procedures and a quality improvement process to resolve issues as they are identified, and engaging FRA personnel to assist in meetings with third parties in support of complicated issues. The Authority maintains an extensive electronic library of communications and respective updates for each program area, as well as program specific and shared online websites. The Grant Management Office is responsible for submitting quarterly budget and financial reporting documents, expenditure plans, performance reports and the various deliverables and is consistent in timely reporting. The grants also requires multiple reports for the programmatic areas and assorted annual and quarterly deliverables.

## ATTACHMENT A – Regional Priorities Form/Other Factors Checklist

Name of Applicant: California High-Speed Rail Authority

### Regional Priorities Other Factor

Regional Priority Title: Leveraging New/Expanded Transit Investments to Reduce Air Pollution

Page Number(s): 9-10

### Assessment Other Factors Checklist

Other Factor	Page #
Applicant demonstrates firm leveraging commitments for facilitating brownfield project completion by identifying amounts and contributors of funding in the proposal and have included documentation.	9-10
Applicant is a recipient or a core partner of HUD-DOT-EPA Partnership for Sustainable Communities (PSC) grant funding or technical assistance that is directly tied to the proposed Brownfields project, and can demonstrate that funding from a PSC grant/technical assistance has or will benefit the project area. Examples of PSC grant or technical assistance include a HUD Regional Planning or Challenge grant, DOT Transportation Investment Generating Economic Recovery (TIGER), or EPA Smart Growth Implementation or Building Blocks Assistance, etc. To be considered, applicant must attach documentation.	11

## **ATTACHMENT B**

### **High-Speed Rail System Sustainability Memorandum of Understanding**

August 2011

Memorandum of Understanding  
for  
*Achieving an Environmentally Sustainable High-Speed Train System in California*

Among  
California High-Speed Rail Authority  
United States Department of Transportation, Federal Railroad Administration  
United States Department of Housing and Urban Development, Region 9  
United States Department of Transportation, Federal Transit Administration, Region 9  
and  
United States Environmental Protection Agency, Region 9

**1. PURPOSE AND BACKGROUND**

This Memorandum of Understanding for Achieving an Environmentally Sustainable High-Speed Train System for California (MOU) establishes the California High-Speed Train (HST) system as a focus area for the Interagency Partnership for Sustainable Communities (Partnership) and commits the signatory agencies to the sustainability goals described below. The California High-Speed Rail Authority (CHSRA), in cooperation with the Federal Railroad Administration (FRA), is developing the approximately 800-mile HST system serving California's major metropolitan areas (HST System). The Partnership was announced on June 16, 2009 by U.S. Department of Housing and Urban Development (USHUD), U.S. Department of Transportation (USDOT), and U.S. Environmental Protection Agency (USEPA). The Partnership established *Livability Principles* (see attachment) to help improve access to affordable housing, increase transportation options, lower transportation costs, and protect the environment in communities nationwide. The signatory agencies recognize the California HST System as a tremendous opportunity to promote the *Livability Principles* as a means to best serve California's communities.

This MOU serves as an umbrella agreement covering broad efforts to promote sustainability within the California HST System. This MOU establishes a framework under which the signatory agencies can work together to promote the *Livability Principles* and achieve an environmentally sustainable HST System in California. This MOU defines common goals, identifies key areas for collaboration, and defines expectations and terms for signatory agencies.

The signatory agencies recognize that a wide range of expertise and place-based knowledge is needed in order to achieve a truly sustainable HST System. As such, the signatory agencies intend to engage local organizations, appropriate private entities, and other state and federal agencies and encourage them to participate in this collaborative process.

**2. SIGNATORY AGENCIES**

- CHSRA is the State lead agency under California law (California Public Utilities Code § 185000 *et seq.*) with responsibility for planning, constructing, and operating a high-speed passenger train service and is the lead agency for the California Environmental Quality Act (CEQA). California Public Utilities Code Sections 185034 and 185036 authorize CHSRA to enter this MOU.
- FRA is a modal administration of USDOT and is providing grant funding, planning assistance, and oversight for the development of the HST System through the High-Speed Intercity Passenger Rail Program. FRA is also the lead federal agency for the development of the environmental impact statements required under the National Environmental Policy Act (NEPA) for the nine segments which together comprise the HST System.

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- USHUD is participating in the development of the HST System to create strong, sustainable, inclusive communities, and quality affordable homes near proposed HST station locations. USHUD is entering this MOU pursuant to the authority of the Consolidated Appropriations Act, 2010 (Public Law 111-117).
- Federal Transit Administration (FTA) is a modal administration of USDOT and is participating in the development of the HST System to promote and facilitate connectivity to existing and planned local transit systems.
- USEPA is participating in development of the HST System in both regulatory/statutory (e.g., Clean Water Act, NEPA review) and non-regulatory/non-statutory (e.g., technical assistance) roles. This MOU focuses primarily on USEPA's non-regulatory/non-statutory participation through which USEPA seeks to advance the overall sustainability of the HST System and protect human health and the environment. USEPA is entering this MOU pursuant to the authority of Section 102(2)(G) of NEPA, 42 U.S.C. 4332(2)(G), which directs federal agencies to make available to states, counties, municipalities, institutions, and individuals, advice and information useful in restoring, maintaining, and enhancing the quality of the environment.

Nothing in this MOU is intended to amend or supersede the Memorandum of Understanding among FRA, CHSRA, USEPA, and the United States Army Corps of Engineers dated December 21, 2010 regarding integration of Clean Water Act Section 404, Rivers and Harbors Act Section 408, and NEPA.

### **3. COMMON GOALS**

The signatory agencies recognize the need to plan, site, design, construct, operate, and maintain a HST System in California using environmentally preferable practices in order to:

- Protect the health of California's residents and preserve California's natural resources; and
- Minimize air and water pollution, energy usage, and other environmental impacts.

The signatory agencies also recognize the significant and far-reaching benefits of a well-planned HST System in California and share a common vision for a HST System that, when combined with other planning efforts:

- Promotes sustainable housing and development patterns which recognize local goals and interests;
- Integrates station access and amenities into the fabric of surrounding neighborhoods;
- Stimulates multimodal connectivity and thereby increases options for affordable, convenient access to goods, services and employment;
- Reduces per passenger transportation emissions across California, thereby reducing associated environmental and health impacts; and
- Protects ecologically sensitive and agricultural lands.

### **4. AREAS FOR COLLABORATION**

The signatory agencies have identified the following Areas for Collaboration (sections 4.1 to 4.5) to achieve the Common Goals listed above and may, upon mutual agreement, identify additional Areas for Collaboration at any time. If appropriate, specific subject areas may have individual agreement documents among some or all of the signatory agencies. Signatory agencies will evaluate whether the Areas for Collaboration list should be updated on an annual basis.

**4.1 Sustainable, Livable Communities:** CHSRA, FRA, USHUD, FTA, and USEPA will engage in an open dialogue to ensure that the HST System, where applicable, is consistent with ongoing efforts to promote sustainable, livable communities under the Partnership. In addition, as time and resources allow FRA and CHSRA will obtain review and comment from USHUD, FTA, and USEPA on station planning documents, parking strategies, and approaches to integrate infrastructure into communities in station and non-station areas, among other related topics. When review and comment is requested, USHUD, FTA, and USEPA will respond in a manner that will not delay the CHSRA's design, environmental review, or construction schedule. CHSRA staff and/or contractors will also partner with local and regional organizations to promote best practices in planning for any potential HST impacts, including induced growth in station-areas and neighboring communities. CHSRA will keep FRA, USHUD, FTA, and USEPA informed of HST-related local and regional planning efforts, and the signatory agencies will partner to identify and potentially allocate technical assistance and resources where they are most needed in a manner consistent with funding requirements.

**4.2 Material Selection, Design, and Construction:** The signatory agencies recognize the opportunity to promote "green building" by minimizing embodied energy, use of natural resources, waste generation, and pollution through selection of environmentally preferable materials, when available, and the use of best practices for design and construction of HST system infrastructure. CHSRA and USEPA will continue their ongoing collaboration to reduce environmental impacts resulting from manufacturing, transport, and use of building materials. The signatory agencies agree to build on existing efforts and work together to promote best practices in material selection, design, and construction of the HST System and induced development.

**4.3 Renewable Energy and Energy Efficiency:** The signatory agencies recognize that construction and operation of the HST System will require a large amount of energy, and that ample opportunities exist to promote energy efficiency and renewable energy. CHSRA will continue to partner with USEPA to identify such opportunities through development of a strategic energy plan, which will assist CHSRA in achieving its goal of operating the HST System with 100% renewable energy. In addition, signatory agencies will share information on resources and opportunities to promote energy efficiency and generation and/or use of renewable energy.

**4.4 Water Resources Management:** The signatory agencies recognize the potential for a well-planned HST System to improve watershed health across much of the state, particularly when combined with other planning efforts. The signatory agencies agree that, to the extent feasible, water resources management must be well coordinated and considered from a watershed perspective. The signatory agencies will promote best practices for water efficiency and conservation in siting, planning, design, construction, operation, and maintenance of the HST System. In addition, the signatory agencies will promote environmentally-beneficial "green infrastructure" approaches to stormwater management within the HST footprint and through partnering with local organizations in areas that will likely experience induced development as a result of the HST System, as resources allow.



**4.5 Systemwide Sustainability Policy:** The signatory agencies will collaborate on developing a system-wide, holistic, sustainability policy, which will inform the planning, siting, design, construction, operation, and maintenance of the HST System. The policy may be based on existing research and publications and may be included by reference in future CHSRA environmental documents (Station Area Plans, Contractor Specifications, NEPA Environmental Impact Statements, CEQA Environmental Impact Reports, etc.).

## **5. EXPECTATIONS**

**5.1** At the time of the execution of this agreement, the signatory agencies agree to identify staff members and/or contractors who will collaborate through meetings, document review, and other tasks as time and resources allow.

**5.2** As time and resources allow, FRA and CHSRA staff members and/or contractors are expected to obtain review and comment from USHUD, FTA, and USEPA on plans and other information relevant to the above Areas for Collaboration and/or other topics relevant to achieving a sustainable HST System in California. When review and comment are requested, USHUD, FTA, and USEPA will respond in a manner that will not delay CHSRA's design, environmental review, or construction schedule.

**5.3** FRA, USHUD, FTA, and USEPA staff members are expected to identify agency programs and resources, as well as ongoing Partnership efforts, that may be used to promote sustainability within the California HST System and, where appropriate, work to align efforts.

**5.4** Signatory agency staff members and/or contractors are expected to consider their existing external networks (including research organizations, non-profit organizations, and public agencies) and to identify programs or experts that may be able to contribute to the sustainability of the HST System.

## **6. GENERAL PROVISIONS**

**6.1** Nothing in this MOU is intended to diminish, modify, or otherwise affect the statutory or regulatory authorities of the signatory agencies.

**6.2** Documents, data, maps, and other information provided pursuant to this MOU may be pre-decisional (e.g., intra-agency or inter-agency memoranda or letters, administrative draft documents, etc.), privileged, or prohibited from disclosure pursuant to applicable law. Unless prohibited under Freedom of Information Act or the California Public Records Act (as applicable), any signatory agency receiving such information agrees to treat it as confidential and not to transmit or otherwise divulge this information without prior approval of the agency providing such information.

**6.3** A signatory agency's participation in this MOU is not equivalent to serving as a cooperating agency as defined by regulations promulgated by the Council on Environmental Quality, 40 C.F.R. Part 1500, which is a separate process established through a formal written agreement between a cooperating agency and the Federal lead agency.

**6.4** As required by the Anti-deficiency Act, 31 U.S.C. Sections 1341 and 1342, all commitments made by Federal agencies in this MOU are subject to the availability of appropriated funds. This MOU is neither a fiscal nor a funds obligation document. Nothing in this MOU, in and of itself, obligates Federal agencies or CHSRA to expend appropriations or to enter into any contract, assistance agreement, interagency agreement, or incur other financial obligations that would be inconsistent with agency budget priorities.

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The non-Federal signatory to this MOU agrees not to submit a claim for compensation for services rendered to any Federal agency in connection with any activities it carries out in furtherance of this MOU, unless separately and specifically authorized by separate agreement(s) such as grant/cooperative agreements. This MOU does not exempt the non-Federal parties from Federal policies governing competition for assistance agreements. Any transaction involving reimbursement or contribution of funds between the parties to this MOU will be handled in accordance with applicable laws, regulations, and procedures under separate written agreements.

The obligations under this MOU of the State of California or its political subdivision are subject to the availability of appropriated funds. No liability shall accrue to the State of California or its political subdivision for failure to perform any obligation under this MOU in the event that funds are not appropriated.

**6.5** The execution of this MOU does not represent a legally binding agreement. Rather, it implies that the signatories will strive to reach, to the best of their abilities, the objectives stated in this agreement.

**6.6** This MOU does not confer any right or benefit, substantive or procedural, enforceable at law or equity, by a party against the United States, its agencies, its officers, or any person, or against the State of California, its agencies, political subdivisions, its officers or any person.

**6.7** Each entity will bear its own expenses in connection with the preparation, negotiation, and execution of this MOU.

## **7. MODIFICATION AND TERMINATION**

**7.1** This MOU may be amended at any time by the written agreement of all signatory agencies.

**7.2** Any signatory agency may terminate participation in this MOU upon 30 days written notice to all other signatory agencies.

**7.3** This MOU will terminate five years after the date of signature by the last signatory agency, unless extended in writing by all signatory agencies.

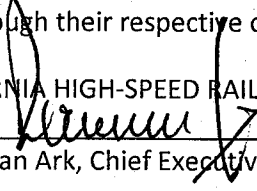
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**8. SIGNATORIES**

This MOU will become effective on the date of signature by the last signatory agency.

IN WITNESS THEREOF, the parties hereto have executed this Memorandum of Understanding, acting by and through their respective officers.

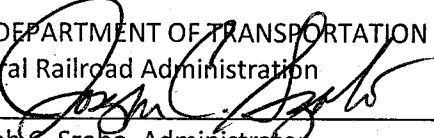
CALIFORNIA HIGH-SPEED RAIL AUTHORITY

By:   
Roelof van Ark, Chief Executive Officer

Date: 9/12/11

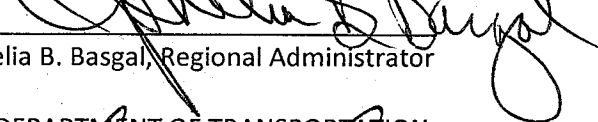
U.S. DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

By:   
Joseph C. Szabo, Administrator

Date: \_\_\_\_\_

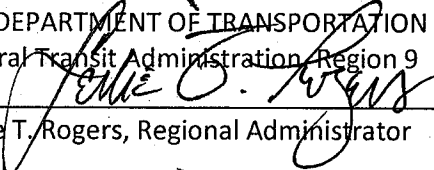
U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT  
Region 9

By:   
Ophelia B. Basgal, Regional Administrator

Date: 9/19/11

U.S. DEPARTMENT OF TRANSPORTATION

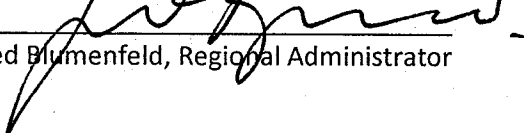
Federal Transit Administration, Region 9

By:   
Leslie T. Rogers, Regional Administrator

Date: 9/19/11

U.S. ENVIRONMENTAL PROTECTION AGENCY

Region 9

By:   
Jared Blumenfeld, Regional Administrator

Date: 9/22/11

August 2011

**9. WITNESSES**

The following entities support development of the HST System in a sustainable manner, consistent with the Common Goals stated above in Section 3. The witness entities will contribute to the development of a sustainable HST System when appropriate and when resources allow.

IN WITNESS THEREOF, the party hereto has demonstrated support for the goals established by this Memorandum of Understanding.

CALIFORNIA STRATEGIC GROWTH COUNCIL

By: Heather Fargo  
Heather Fargo, Executive Policy Officer

Date: 9-14-11

ALLIANCE FOR SUSTAINABLE ENERGY, LLC

In Its Capacity as Managing and Operating Contractor for the  
National Renewable Energy Laboratory  
Under Department of Energy Contract No. DE-AC36-08GO28308

By: Casey Porto  
Casey Porto, Senior Vice President for Commercialization and Deployment

Date: 9/8/11

**ATTACHMENT: LIVABILITY PRINCIPLES**

U.S. Department of Housing and Urban Development (USHUD), U.S. Department of Transportation (USDOT), and U.S. Environmental Protection Agency (USEPA) announced the Interagency Partnership for Sustainable Communities (Partnership) on June 16, 2009. The Partnership represents an unprecedented agreement to coordinate federal housing, transportation and environmental investments, protect public health and the environment, promote equitable development, and help address the challenges of climate change.

The Partnership established the following principles:

- Provide more transportation choices. Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.
- Promote equitable, affordable housing. Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.
- Enhance economic competitiveness. Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.
- Support existing communities. Target federal funding toward existing communities—through strategies like transit oriented, mixed-use development, and land recycling—to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.
- Coordinate and leverage federal policies and investment. Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy
- Value communities and neighborhoods. Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

**ATTACHMENT C**

**Letter from California Department of Toxic Substances Control**



**Matthew Rodriguez**  
Acting Secretary for  
Environmental Protection



## Department of Toxic Substances Control

Barbara A. Lee, Director  
9211 Oakdale Avenue  
Chatsworth, California 91311



**Edmund G. Brown Jr.**  
Governor

December 19, 2016

Mrs. Noemi Emeric-Ford  
Land Revitalization Coordinator  
US Environmental Protection Agency  
Southern California Field Office  
600 Wilshire Boulevard, Suite 1460  
Los Angeles, California 90017  
[Emeric-Ford.Noemi@epa.gov](mailto:Emeric-Ford.Noemi@epa.gov)

RE: CALIFORNIA HIGH-SPEED RAIL AUTHORITY'S US ENVIRONMENTAL  
PROTECTION AGENCY BROWNFIELDS COALITION ASSESSMENT GRANT  
REQUEST

Dear Mrs. Emeric-Ford:

I am writing in support of the California High-Speed Rail Authority's (Authority) application for a US Environmental Protection Agency (US EPA) Brownfields Coalition Assessment Grant for both petroleum and hazardous substances brownfield sites around the Los Angeles Union Station area in downtown Los Angeles, California. The Authority is submitting the application on behalf of itself, Los Angeles County Metropolitan Transportation Authority, and Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (Coalition).

The California Environmental Protection Agency Department of Toxic Substances Control (DTSC) has the lead regulatory responsibility for remediation of numerous petroleum and hazardous substance release sites in California. Through various initiatives DTSC works cooperatively with both local agencies and private entities to foster Brownfields redevelopment through investigation and remediation of blighted areas, while safeguarding the public health and the environment.

The Coalition's proposal is for \$600,000 to use the Brownfields Coalition Assessment Grant to assess high priority potential brownfield sites, engage community members, and work collaboratively with local jurisdictions and land owners to plan for site cleanup and reuse. Assessments would focus on areas within low-income neighborhoods that have been disproportionately impacted by pollutants and contamination. These Brownfield funds would prepare land around Los Angeles Union Station for economic



Mrs. Noemi Emeric-Ford

December 19, 2016

Page 2 of 2

investment and help advance the growth of housing, local businesses, and services within these communities.

DTSC fully supports the Coalition's efforts to apply for and obtain a \$600,000 Brownfields Coalition Assessment Grant for petroleum and hazardous substances release sites from the US EPA. Awarding this grant would foster the process of environmental restoration and facilitate the revitalization of Brownfields sites around Los Angeles Union Station within the City of Los Angeles.

We appreciate the opportunity to voice our support of this crucial funding. If you have any questions, please contact me at (818) 212-5340 or [Tedd.Yargeau@dtsc.ca.gov](mailto:Tedd.Yargeau@dtsc.ca.gov).

Sincerely,



Tedd Yargeau

Senior Environmental Scientist

Brownfields and Environmental Restoration Program – Chatsworth Office

cc: Melissa Elefante DuMond, AICP  
Director of Planning and Integration  
California High-Speed Rail Authority  
770 L Street, Suite 620  
Sacramento, California 95814  
[Melissa.Dumond@hsr.ca.gov](mailto:Melissa.Dumond@hsr.ca.gov)

## **ATTACHMENT D**

### **Documentation of Commitments of Leveraged Funding**

**Los Angeles Union Station Redevelopment – Revised Implementation Strategy<sup>1</sup>**  
**November 2016**

Strategy/Plan	Current Actions	Next Steps
Seek funding and advance design and construction for USMP Stage 1 Perimeter Improvements and Connect US Action Plan projects	\$13.3 M secured for LAUS perimeter improvements, across 2 grants. Design work for funded improvements will commence in 2017. Connect US has \$35 M in funding secured across 3 grants. Funded improvements will be in design in 2017, with implementation beginning in 2019.	Work with City of Los Angeles to have Connect US Action Plan adopted, continue to seek funding and advance funded projects
Complete project level environmental clearance for USMP Stage 1 Perimeter Improvements	Project level CEQA clearance underway, completed Summer 2017.	<ul style="list-style-type: none"> <li>• Re-scope PEIR contract</li> <li>• Amend contract with Kleinfelder to incorporate NEPA clearance in contract (Jan 2017)</li> <li>• Complete environmental process by Summer 2017</li> </ul>
Alameda District Plan (ADP) Update	MOU with Los Angeles Department of City Planning to be executed in Winter 2016. Will explore expanded boundaries for the ADP and opportunities for transfer and monetization of development rights	<ul style="list-style-type: none"> <li>• Planning work to commence Summer 2017</li> </ul>
Multi-agency coordination on planning and identify value capture/district opportunities that support Union Station redevelopment, Connect US Action Plan and broader equitable TOC efforts	Metro Board directed formation of an Exploratory Taskforce comprised of Metro, CHSRA, City of LA, County of LA and community stakeholders to focus on “Equitable TOC” around LAUS and the Civic Center	<ul style="list-style-type: none"> <li>• Form taskforce and develop action plan, including community engagement strategy</li> <li>• Identify funding and/or apply for grants that support coordination efforts and value capture study.</li> </ul>
Pursue commercial development opportunities on the east side of LAUS	Study feasibility of issuing RFIQ for development parcels on the east side of LAUS after Link US has a defined project	<ul style="list-style-type: none"> <li>• Amend USMP contract with Gruen Associates to generate development site plan and structural/operational instructions (Jan 2017)</li> <li>• Procure financial consultant (Jan – June 2017)</li> <li>• If development is feasible, develop RFIQ/target release for Winter 2017</li> </ul>

1. Does not include ongoing maintenance, management, historic preservation and leasing activities under the purview of the Union Station Property Management division.

# Measure R - Proposed One-Half Cent Sales Tax for Transportation

## Outline of Expenditure Categories

## ATTACHMENT A

Sunsets in 30-Years: Fiscal Year (FY ) 2010 - 2039

(millions)

Subfund	Program	% of Sales Tax (net of administration)	First Year Amount	10-Year Amount	30-Year Amount
Transit Capital	New Rail and/or Bus Rapid Transit Capital Projects - project definition depends on final environmental review process	35%	\$ 241	\$ 2,930	\$ 13,790
Transit Capital	Metrolink Capital Improvement Projects within Los Angeles County (Operations, Maintenance, and Expansion)	3%	\$ 21	\$ 251	\$ 1,182
Transit Capital	Metro Rail Capital - System Improvements, Rail Yards, and Rail Cars	2%	\$ 14	\$ 167	\$ 788
Highway Capital	Carpool Lanes, Highways, Goods Movement, Grade Separations, and Soundwalls	20%	\$ 138	\$ 1,675	\$ 7,880
Operations	Rail Operations (New Transit Project Operations and Maintenance)	5%	\$ 34	\$ 419	\$ 1,970
Operations	Bus Operations (Countywide Bus Service Operations, Maintenance, and Expansion. Suspend a scheduled July 1, 2009 Metro fare increase for one year and freeze all Metro Student, Senior, Disabled, and Medicare fares through June 30, 2013 by instead using Metro's Formula Allocation Procedure share of this subfund.)	20%	\$ 138	\$ 1,675	\$ 7,880
Local Return	Major street resurfacing, rehabilitation and reconstruction; pothole repair; left turn signals; bikeways; pedestrian improvements; streetscapes; signal synchronization; and transit. (Local Return to the Incorporated Cities within Los Angeles County and to Los Angeles County for the Unincorporated Area of the County on a Per Capita Basis.)	15%	\$ 103	\$ 1,256	\$ 5,910
<b>TOTAL PROGRAMS</b>		<b>100%</b>	<b>\$ 689</b>	<b>\$ 8,373</b>	<b>\$ 39,400</b>
1.5% for Administration			\$ 11	\$ 127	\$ 600
<b>GRAND TOTAL</b>			<b>\$ 700</b>	<b>\$ 8,500</b>	<b>\$ 40,000</b>

# Measure R - Proposed One-Half Cent Sales Tax for Transportation: Expenditure Plan

ATTACHMENT A

30 Years, Fiscal Year (FY) 2010 - 2039

As Adopted by the Los Angeles County Metropolitan Transportation Authority Board of Directors July 24, 2008

(\$ in millions)

for reference only - not priority order				New Sales Tax (Assembly Bill 2321)			Other Funds				
	Subfund	Potential Project in Alphabetical Order by Category (project definition depends on final environmental process)	Cost Estimate	Minimum	Additional	Total	Federal Funding	State Funding	Local Funding (Rail is 3% except as noted)	Funds Available Beginning	Expected Completion
1	Transit Capital Projects	Transit Projects:New Rail and/or Bus Rapid Transit Capital Projects.Could include rail improvements or exclusive bus rapid transit improvements in designated corridors.									
2			Escalated \$								
3		Eastside Light Rail Access (Gold Line)	\$ 30	\$ 30	\$ -	\$ 30	\$ -	\$ -	\$ -	FY 2010	FY 2013
4		Exposition Boulevard Light Rail Transit	\$ 1,632 <sup>a</sup>	\$ 925	\$ -	\$ 925	\$ -	\$ 353	\$ 354	FY 2010-12	FY 2013-15
5		Metro and Municipal Regional Clean Fuel Bus Capital Facilities and Rolling Stock (Metro's share to be used for clean fuel buses)	\$ 150	\$ 150	\$ -	\$ 150	\$ -	\$ -	\$ -	FY 2010	FY 2039
6		Regional Connector (links local rail lines)	\$ 1,320	\$ 160	\$ -	\$ 160	\$ 708	\$ 186	\$ 266 <sup>b</sup>	FY 2014-16	FY 2023-25
7			Current 2008 \$								
8		Crenshaw Transit Corridor - project acceleration	\$ 1,470	\$ 235.5	\$ 971.5	\$ 1,207	To be determined		\$ 263 <sup>c</sup>	FY 2010-12	FY 2016-18
9		Gold Line Eastside Extension	\$ 1,310	\$ -	\$ 1,271	\$ 1,271			\$ 39	FY 2022-24	FY 2033-35
10		Gold Line Foothill Light Rail Transit Extension	\$ 758	\$ 735	\$ -	\$ 735			\$ 23	FY 2010-12	FY 2015-17
11		Green Line Extension to Los Angeles International Airport	\$ 200	\$ -	\$ 200	\$ 200			TBD <sup>d</sup>	FY 2010-12	FY 2015-28 <sup>d</sup>
12		Green Line Extension: Redondo Beach Station to South Bay Corridor	\$ 280	\$ -	\$ 272	\$ 272			\$ 8	FY 2028-30	FY 2033-35
13		San Fernando Valley I-405 Corridor Connection (match to total project cost)	TBD	\$ -	\$ 1,000	\$ 1,000			\$ 31	FY 2030-32	FY 2038-39
14		San Fernando Valley North-South Rapidways (Canoga Corridor) - project acceleration	\$ 188	\$ 32 <sup>e</sup>	\$ 150	\$ 182			\$ 6	FY 2010-12	FY 2014-16
15		San Fernando Valley East North-South Rapidways - project acceleration	\$ 70	\$ 68.5 <sup>e</sup>	\$ -	\$ 68.5			\$ 2	FY 2013-15	FY 2016-18
16		West Santa Ana Branch Corridor (match to total project cost)	TBD	\$ -	\$ 240	\$ 240			\$ 7	FY 2015-17*	FY 2025-27*
17		Westside Subway Extension - to be opened in segments	\$ 4,200 <sup>f</sup>	\$ 900	\$ 3,174	\$ 4,074	\$ 126	FY 2013-15	FY 2034-36		
18		Capital Project Contingency (Transit)-Escalation Allowance for lines 8-17 to be based on year of construction	\$ 7,331	\$ 173	\$ 3,103	\$ 3,276	\$ 2,200	\$ 1,015	\$ 840 <sup>g</sup>	FY 2010	FY 2039
19		Total New Rail and/or Bus Rapid Transit Capital Projects	\$ 18,939 <sup>h</sup>	\$ 3,408.5	\$ 10,381.5	\$ 13,790	\$ 2,908	\$ 1,554	\$ 1,965	FY 2010	FY 2039

Table 3

Urban and Commuter Rail Program																		
Project No.	Co.	Agency	Project Name	End of PA&ED	End of PS&E	End of R/W	End of CON	Funding Phase	% of Allocation Expended	Programmed Amount (millions)	Funding Allocated (millions)	Prop 1A Expenditures (millions)	Allocation Date	Contract Award Date	Scope	Budget	Schedule	Project Completion
7	SAC	SacRT	Sacramento Intermodal Facility High-Speed	June -16	-	-	-	PA&ED	94%	\$25,223	\$600	\$562	Oct-13	N/A	◆	▲	▲	Jun-21
8	Various	PCJPB	Caltrain Advanced Signal System (CBOSS/PTC)	-	Dec -16	-	Aug-16	PS&E/ CON	58%	\$105,445	\$105,445	\$61,139	May-13	Aug-13	▲	▲	◆	May-17
9	SF	SFMTA	Central Subway	-	-	-	Oct-15	CON	100%	\$61,308	\$61,308	\$61,308	Sept-12	Oct-12	▲	▲	◆	Feb-18
10	SF	BART	Millbrae Station Track Improvements and Car Purchase	-	-	-	Jan-17	CON	56%	\$140,000	\$140,000	\$78,122	Oct-13	Jan-14	▲	▲	◆	Sept-26
11	Various	SCRRA	Metrolink Positive Train Control	-	-	-	June-18	CON	70%	\$35,000	\$35,000	\$24,546	Aug-11	Oct-10	▲	▲	▲	Mid 2018
12	LA	LACMTA	Regional Connector Transit Corridor	-	-	-	May-17	CON	90%	\$114,874	\$114,874	\$103,387	May-13	May-14	▲	▲	◆	June-21
13	Various	SCRRA	Metrolink High-Speed Rail Readiness Program	-	-	-	May-17	CON	20%	\$88,707	\$68,500	\$13,371	Jan-14	May-14	▲	▲	▲	May-19
14	SJ	SJRRC	Stockton Passenger Track Extension	-	-	-	Feb-17	CON	7%	\$10,974	\$5,714	\$395	Aug-15	Pending	▲	▲	◆	June-18
15	SD	SANDAG	Blue Line Light Rail Improvements	-	-	-	May-16	CON	99.87%	\$57,855	\$57,855	\$57,780	Aug-12	May-13	▲	▲	▲	Dec-16
16	SD	NCTD	Positive Train Control	-	-	-	Dec-15	CON	50%	\$17,833	\$17,833	\$8,858	Jan-11	Aug-11	▲	▲	▲	Dec-18
17	ALA	BART	Maintenance Shop & Yard Improvements	-	-	-	Jul-18	CON	12%	\$78,639	\$78,639	\$9,337	Oct-14	July-15	▲	▲	▲	May-20
TOTAL:										\$735,858	\$685,768	\$418,805						

## LEGEND

- ▲ Project is on-time, on-budget, and /or within scope
- Allocation request is late or construction start date has been delayed
- ◆ Schedule or cost is changing, pending review and acceptance



**Resolution #HSRA 16-03**

**Direct Staff to Negotiate and Execute a Contract with the Los Angeles County Metropolitan Transportation Authority (Metro) to Share Project Development Costs for the Integration of High-Speed Rail at Los Angeles Union Station**

**Whereas**, the California High-Speed Rail Authority (Authority) is responsible for the development and implementation of intercity high-speed rail service pursuant California Public Utilities Code §185030 *et seq.*;

**Whereas**, the Authority may enter into contracts with private and public entities for the design, construction and operation of high-speed rail trains, including all tasks and segments thereof pursuant to California Public Utilities Code §185036;

**Whereas**, the California Legislature and the people of California declared in the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, Proposition 1 A, that "It is the intent of the Legislature ... and the people of California ... to initiate construction of a high-speed train system that connects the San Francisco Transbay Terminal to Los Angeles Union Station and Anaheim." (Cal. Sts. & High. Code §2704.04(a));

**Whereas**, Metro acquired the historic Los Angeles Union Station (LAUS) property and rights of way in 2011, and is now prepared to implement improvements to LAUS through the Southern California Regional Interconnector Project (SCRIP) and the LAUS Master Plan that will preserve rights of way at LAUS for high-speed rail use;

**Whereas**, the original SCRIP project incorporated new run-through tracks on the LAUS site to serve existing local, regional, and intercity rail and is the consensus #1 project on the Southern California MOU list;

**Whereas**, Metro is updating and integrating the SCRIP and LAUS Master Plan project plans to accommodate high-speed rail service at LAUS and a new passenger concourse; and,

**Whereas**, the Authority agrees to pay for its fair share of project development costs Metro will incur to update existing and in progress plans to accommodate high-speed rail at LAUS.

**Therefore, it is resolved:**

The Chief Executive Officer (CEO), or a qualified designee of the CEO, is hereby authorized to undertake all that is necessary to negotiate and execute a contract with Metro to share project development costs for the integration of high-speed rail at Los Angeles Union Station. Under the contract the Authority will pay a proportional share of project development costs up to a maximum of \$15,000,000.00.



Vote: 7 – 0

Yes: Correa; Curtin; Lowenthal; Paskett; Richard; Richards; Schenk

No: N/A

Absent: Rossi

Date: 2/16/16

o000o



## Board Report

File #:2016-0002, File Type:Contract

Agenda Number:14

### PLANNING AND PROGRAMMING COMMITTEE MARCH 16, 2016

**SUBJECT: SOUTHERN CALIFORNIA REGIONAL INTERCONNECTOR PROJECT**

**ACTION: APPROVE RECOMMENDATIONS**

#### **RECOMMENDATION**

AUTHORIZE the Chief Executive Officer (CEO) to execute:

- A. Modification No. 3 to Contract No. PS2415-3172 for **Southern California Regional Interconnector Project (SCRIP) with HDR, Engineering, Inc. to provide environmental and preliminary engineering services for the expansion of SCRIP to include the Los Angeles Union Station Master Plan passenger concourse and accommodate high speed rail (HSR)**, increasing the total contract value by \$17,641,953, from \$30,637,404 to a not to exceed amount of \$48,279,357; and
- B. an **Agreement with the California State High Speed Rail Authority (CHSRA) up to a maximum amount of \$15 million for SCRIP** for the accommodation of HSR.

#### **ISSUE**

In October 2015, the Board approved the expansion of SCRIP to include the Los Angeles Union Station (LAUS) Master Plan passenger concourse and accommodate a HSR system in LAUS provided that a written financial agreement or a master cooperative agreement was received by the CHSRA. On February 16, 2016, the CHSRA Board approved a motion to execute a contract with the Los Angeles County Metropolitan Transportation Authority (Metro) to share project development cost for SCRIP up to a maximum of \$15 million (Refer to Attachment D).

#### **DISCUSSION**

Contract Modification No. 3 is required in order to expand SCRIP to include the passenger concourse and accommodate HSR. As staff advised the Board in October 2015, by integrating the passenger concourse and accommodating HSR, it will provide a cost savings of up to \$300 million by minimizing throw-away costs if SCRIP and the passenger concourse projects were to be built separately, reducing construction schedule and impacts, and enhancing passenger connectivity to all transportation services.

# Measure M - Los Angeles County Transportation Expenditure Plan

# ATTACHMENT A

## Outline of Expenditure Categories

Fiscal Year (FY) 2018 - 2057, Escalated Dollars

(millions)

Subfund	Program	% of Sales Tax (net of Admin)	First Year Amount (FY 2018)	FY 2018 - FY 2032 (15 Years)	FY 2033 - FY 2047 (15 Years)	FY 2048 - FY 2057 (10 Years)	FY 2018 - FY 2057 (40 Years)
Transit Operating & Maintenance	Metro Rail Operations <sup>1</sup>	5%	\$ 42	\$ 850	\$ 2,320	\$ 2,810	\$ 5,980
	Transit Operations <sup>2</sup> (Metro & Municipal Providers)	20%	\$ 169	\$ 3,400	\$ 9,280	\$ 11,240	\$ 23,920
	ADA Paratransit for the Disabled; Metro Discounts for Seniors and Students	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Transit, First/Last Mile (Capital)	Transit Construction (Includes System Connectivity Projects - Airports, Union Station, and Countywide BRT)	35%	\$ 296	\$ 5,960	\$ 16,230	\$ 19,670	\$ 41,860
	Metro State of Good Repair <sup>5</sup>	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Highway, Active Transportation, Complete Streets (Capital)	Highway Construction (includes System Connectivity Projects - Ports, Highway Congestion Programs, Goods Movement)	17%	\$ 144	\$ 2,890	\$ 7,880	\$ 9,560	\$ 20,330
	Metro Active Transportation Program (Bicycle, Pedestrian, Complete Streets)	2%	\$ 17	\$ 340	\$ 930	\$ 1,120	\$ 2,390
Local Return / Regional Rail	Local Return - Base <sup>3</sup> (Local Projects and Transit Services)	16%	\$ 136	\$ 2,720	\$ 7,420	\$ 8,990	\$ 19,130
	Local Return / Regional Rail (Beginning FY 2040) <sup>4</sup>				\$ 690	\$ 2,240	\$ 2,930
	Regional Rail	1%	\$ 8	\$ 170	\$ 460	\$ 560	\$ 1,200
TOTAL PROGRAMS			\$ 847	\$ 17,010	\$ 46,380	\$ 56,190	\$ 119,590
Administration /Local Return	0.5% for Administration	0.5%	\$ 4	\$ 85	\$ 230	\$ 280	\$ 600
	1.0% Local Return <sup>3</sup>	1.0%	\$ 8	\$ 170	\$ 460	\$ 560	\$ 1,200
GRAND TOTAL			\$ 860	\$ 17,265	\$ 47,070	\$ 57,030	\$ 121,390

1. Funds are eligible to be used for Metro Rail State of Good Repair.

2. Funds are eligible to be used for Metro State of Good Repair.

3. 1% Administration to supplement Local Return, **increasing the Local Return-Base to 17% of net revenues.**

4. To be funded by Highway/Transit Capital Subfunds in FY 2040 and beyond.

5. The Metro Board of Directors will prioritize the Wardlow Grade Separation project to receive new funding and/or grants and assign this project to be included in Metro's State of Good Repair program.

All totals are rounded; numbers presented in this document may not always add up to the totals provided.

Based on January 2016 revenue projections.

## **ATTACHMENT E**

### **Letters of Commitment from Coalition Members**



**Metro**

Los Angeles County  
Metropolitan Transportation Authority

One Gateway Plaza  
Los Angeles, CA 90012-2952

213.922.2000 Tel  
metro.net

December 22, 2016

Melissa Elefante DuMond, AICP  
Director of Planning and Integration  
California High-Speed Rail Authority  
770 L Street, Suite 620  
Sacramento, CA 95814

Dear Ms. DuMond,

The Los Angeles County Metropolitan Transportation Authority ("Metro") is pleased to commit to supporting and participating in the U.S. EPA Brownfields Coalition Assessment Grant for the Los Angeles Union Station (LAUS) area in downtown Los Angeles submitted by the California High-Speed Rail Authority (Authority). The Authority is submitting the application on behalf of itself, Metro, and Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency.

The grant award would set the stage for regeneration of key opportunity properties identified in the Los Angeles Union Station and Civic Center areas, which are the subject of an exploratory task force made up of the Authority, Metro, and the County and City of Los Angeles. Strong support exists for creating new mixed-income housing, community services, and job-creating land uses in this area in order to take full advantage of the existing and planned transportation connections provided at and around LAUS. However, the industrial history of the area presents potential environmental concerns that could have implications on future site development. We are committed to advancing planning and assessment of sites within the LAUS area that have been impacted by pollutants and contamination. In concert with the Authority and coalition partners, we will utilize this grant to assess our highest priority potential brownfield sites, engage community members, and work collaboratively with our local jurisdictions and land owners.

The grant would leverage multiple planning and infrastructure investments being led by the coalition members, including redevelopment of LAUS and the Link US project, the ConnectUS Action Plan, planning for High Speed Rail, the under-construction Regional Connector light rail project, and Sustainable Little Tokyo Plan. This application provides an opportunity to build upon these resources to create more development opportunities while implementing a collaborative local and regional vision for smart, healthy, equitable development.

Please feel free to contact me with any questions regarding these commitments.

Sincerely,

Therese McMillan  
Chief Planning Officer, Metro



December 22, 2016

MEMBER AGENCIES

Los Angeles County Metropolitan  
Transportation Authority

North San Diego County  
Transit District

Orange County  
Transportation Authority

Riverside County  
Transportation Commission

San Diego  
Association of Governments

San Diego Metropolitan  
Transit System

San Luis Obispo  
Council of Governments

Santa Barbara County  
Association of Governments

Ventura County  
Transportation Commission

EX-OFFICIO MEMBERS

Amtrak

California Department of  
Transportation

California High-Speed Rail Authority

Southern California  
Association of Governments

ADDITIONAL TECHNICAL ADVISORY  
COMMITTEE MEMBERS

BNSF Railway

California Public Utilities Commission

Southern California  
Regional Rail Authority

Union Pacific

Melissa Elefante DuMond, AICP  
Director of Planning and Integration  
California High-Speed Rail Authority  
770 L Street, Suite 620  
Sacramento CA 95814

Dear Ms. DuMond:

On behalf of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency), I write to express our support for and commitment to participating in the United States Environmental Protection Agency Brownfields Coalition Assessment Grant for the Los Angeles Union Station (LAUS). The California High-Speed Rail Authority (Authority) is submitting this application on behalf of the LOSSAN Agency and the Los Angeles County Metropolitan Transportation Authority (LA Metro).

LAUS is a key transportation hub for Southern California, providing connections to local and regional bus lines, as well as light, commuter, intercity, and long distance rail services. The area adjacent to LAUS is primed for a much needed revitalization, but given the industrial history of the area, environmental contamination presents a significant obstacle to future development efforts.

The LOSSAN Agency is a joint powers authority comprised of rail owners and operators along the 351-mile rail corridor between San Diego, Los Angeles, Santa Barbara, and San Luis Obispo. In July 2015, the LOSSAN Agency assumed management responsibility for the Pacific Surfliner service. The LOSSAN Agency, in coordination with our members and partners at the state, strives to improve passenger rail service along the corridor, increasing passenger rail ridership and revenue.

This grant award would facilitate taking the first steps toward the regeneration of the area surrounding LAUS, supporting system ridership for all of the coalition members. The LOSSAN Agency supports the grant request and urges the Environmental Protection Agency to provide this requested funding.

Sincerely,

550 South Main Street  
P.O. Box 14184  
Orange, CA 92668-1084  
Phone: (714) 560-5598  
Fax: (714) 560-5734  
www.lossan.org

Jennifer L. Bergener  
Managing Director

## **ATTACHMENT F**

### **Letters of Commitment from Community Organizations**



101 Montgomery St.  
Suite 900  
San Francisco, CA  
94104  
t: 415.495.4014  
f: 415.495.4103

[tpl.org](http://tpl.org)

December 19, 2016

Melissa Elefante DuMond, AICP  
Director of Planning and Integration  
California High-Speed Rail Authority  
770 L Street, Suite 620  
Sacramento, CA 95814

Dear Ms. DuMond,

The Trust for Public Land (TPL) is pleased to support the U.S. EPA Brownfields Coalition Assessment Grant for the Los Angeles Union Station (LAUS) area in downtown Los Angeles submitted by the California High-Speed Rail Authority (Authority). TPL has been creating and enhancing parks, gardens, and greenways, and preserving natural open spaces in southern California since 1973. We are excited about the opportunities presented for community-driven greening within the LAUS area.

The LAUS area has a rich cultural history and the station itself is a major transportation center and provides important connectivity between downtown Los Angeles and destinations throughout the region and across the country. Although diverse populations continue to live and work in the LAUS area, investments in institutional uses and public works projects have been prioritized throughout past decades instead of much needed community improvements. The importance of LAUS in the regional long range sustainable growth plan make the area around the station a major focus for future growth and development.

The grant award would set the stage for regeneration of key opportunity properties identified through local community planning. Strong support exists for creating new mixed-income housing, community services, and job-creating land uses in this area in order to take full advantage of the existing and planned transportation connections provided at and around LAUS. However, the industrial history of the area presents potential environmental concerns that could have implications on future site development. The grant funds will be utilized to assess priority potential brownfield sites, engage community members, and work collaboratively with local jurisdictions and land owners.

TPL will participate in the community engagement plan and the overall project to advance land reuse and promote community improvements within the LAUS area. We look forward to successful project outcomes which have the potential to improve services, increase mixed-income housing, and improve the health and environment in our communities.

Sincerely,



A handwritten signature in blue ink, appearing to read 'Tori Kjer', with a long horizontal flourish extending to the right.

Tori Kjer

Los Angeles Program Director  
The Trust for Public Land

December 20, 2016

Melissa Elefante DuMond, AICP  
Director of Planning and Integration  
California High-Speed Rail Authority  
770 L Street, Suite 620  
Sacramento, CA 95814

Dear Ms. DuMond,

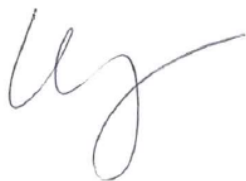
The Council for Watershed Health (CWH) is pleased to support the U.S. EPA Brownfields Coalition Assessment Grant for the Los Angeles Union Station (LAUS) area in downtown Los Angeles submitted by the California High-Speed Rail Authority (Authority). The Authority is submitting the application on behalf of itself, the Los Angeles County Metropolitan Transportation Authority, and Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency.

The LAUS area has a rich cultural history and formerly served as an employment center for working families from diverse backgrounds. The station itself is a major transportation center and provides important connectivity between downtown Los Angeles and destinations throughout the region and across the country. Although diverse populations continue to live and work in the LAUS area, investments in institutional uses and public works projects have been prioritized throughout past decades instead of much needed community improvements. The importance of LAUS in the regional long range sustainable growth plan make the area around the station a major focus for future growth and development.

The grant award would set the stage for regeneration of key opportunity properties identified through local community planning. Strong support exists for creating new mixed-income housing, community services, and job-creating land uses in this area in order to take full advantage of the existing and planned transportation connections provided at and around LAUS. However, the industrial history of the area presents potential environmental concerns that could have implications on future site development. The grant funds will be utilized to assess our highest priority potential brownfield sites, engage community members, and work collaboratively with local jurisdictions and land owners. The desired outcome is to advance land reuse and promote growth and development within the LAUS area.

CWH is an active local stakeholder with a long history of working with diverse communities on complex environmental issues and will participate in the community engagement process. We look forward to successful project outcomes which have the potential to improve water quality and community health, while strengthening the economic vitality of our region.

Sincerely,



Wendy Ramallo, Esq.  
Executive Director

December 20, 2016

Melissa Elefante DuMond, AICP  
Director of Planning and Integration  
California High-Speed Rail Authority  
770 L Street, Suite 620  
Sacramento, CA 95814

Dear Ms. DuMond,

ULI Los Angeles is pleased to support the U.S. EPA Brownfields Coalition Assessment Grant for the Los Angeles Union Station (LAUS) area in downtown Los Angeles submitted by the California High-Speed Rail Authority (Authority). The Authority is submitting the application on behalf of itself, the Los Angeles County Metropolitan Transportation Authority, and Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency.

The LAUS area has a rich cultural history and formerly served as an employment center for working families from diverse backgrounds. The station itself is a major transportation center and provides important connectivity between downtown Los Angeles and destinations throughout the region and across the country. Although diverse populations continue to live and work in the LAUS area, investments in institutional uses and public works projects have been prioritized throughout past decades instead of much needed community improvements. The importance of LAUS in the regional long range sustainable growth plan make the area around the station a major focus for future growth and development.

The grant award would set the stage for regeneration of key opportunity properties identified through local community planning. Strong support exists for creating new mixed-income housing, community services, and job-creating land uses in this area in order to take full advantage of the existing and planned transportation connections provided at and around LAUS. However, the industrial history of the area presents potential environmental concerns that could have implications on future site development. The grant funds will be utilized to assess our highest priority potential brownfield sites, engage community members, and work collaboratively with local jurisdictions and land owners. The desired outcome is to advance land reuse and promote growth and development within the LAUS area.

ULI Los Angeles will support the project in ways that our partners and members feel will have the most impact, potentially including: organizing convenings, conducting research and education, and providing advisory services. We look forward to successful project outcomes which have the potential to improve services and increase mixed-income housing and economic development in our communities.

If you have any questions, please contact me via email at [jonathan.nettler@uli.org](mailto:jonathan.nettler@uli.org) or by phone at 213-221-7827 x102.

Sincerely,



Jonathan Nettler, AICP  
Senior Director, ULI Los Angeles



American Planning Association  
**California Chapter**  
**Los Angeles**

December 20, 2016

Melissa Elefante DuMond, AICP  
Director of Planning and Integration  
California High-Speed Rail Authority  
770 L Street, Suite 620  
Sacramento, CA 95814

Dear Ms. DuMond,

The Los Angeles Section of the American Planning Association (APA Los Angeles) supports the U.S. EPA Brownfields Coalition Assessment Grant for the Los Angeles Union Station (LAUS) area in downtown Los Angeles submitted by the California High-Speed Rail Authority (Authority). The Authority is submitting the application on behalf of itself, the Los Angeles County Metropolitan Transportation Authority, and Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency.

The LAUS area has a rich cultural history and formerly served as an employment center for working families from diverse backgrounds. The station itself is a major transportation center and provides important connectivity between downtown Los Angeles and destinations throughout the region and across the country. Although diverse populations continue to live and work in the LAUS area, investments in institutional uses and public works projects have been prioritized throughout past decades instead of much needed community improvements. The importance of LAUS in the regional long range sustainable growth plan make the area around the station a major focus for future growth and development.

The grant award would set the stage for regeneration of key opportunity properties identified through local community planning. Strong support exists for creating new mixed-income housing, community services, and job-creating land uses in this area in order to take full advantage of the existing and planned transportation connections provided at and around LAUS. However, the industrial history of the area presents potential environmental concerns that could have implications on future site development. The grant funds will be utilized to assess our highest priority potential brownfield sites, engage community members, and work collaboratively with local jurisdictions and land owners. The desired outcome is to advance land reuse and promote growth and development within the LAUS area.

Thank you for this opportunity to share our support.

Sincerely,

A handwritten signature in black ink that reads 'Ashley E. Atkinson'. The signature is written in a cursive, flowing style.

Ashley E. Atkinson  
Section Director  
APA Los Angeles



Dec 19, 2016

Melissa Elefante DuMond, AICP  
Director of Planning and Integration  
California High-Speed Rail Authority  
770 L Street, Suite 620  
Sacramento, CA 95814

Dear Ms. DuMond,

Move LA supports the U.S. EPA Brownfields Coalition Assessment Grant for the Los Angeles Union Station (LAUS) area in downtown Los Angeles submitted by the California High-Speed Rail Authority (Authority). The Authority is submitting the application on behalf of itself, the Los Angeles County Metropolitan Transportation Authority, and the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency.

The LAUS area has a rich cultural history and formerly served as an employment center for working families from diverse backgrounds. The station itself is a major transportation center and provides important connectivity between downtown Los Angeles and destinations throughout the region and across the country. Although diverse populations continue to live and work in the LAUS area, investments in institutional uses and public works projects have been prioritized throughout past decades over much needed community improvements. The importance of LAUS in the regional long range sustainable growth plan make the area around the station a major priority for future growth and development.

The grant award would set the stage for regeneration of key opportunity properties identified through local community planning. Strong support exists for creating new mixed-income housing, community services, and job-creating land uses in this area in order to take full advantage of the existing and planned transportation connections provided at and around LAUS. However, the industrial history of the area presents potential environmental concerns that could have implications on future site development. The grant funds will be utilized to assess our highest priority potential brownfield sites, engage community members, and work collaboratively with local jurisdictions and land owners. The desired outcome is to advance land reuse and promote growth and development within the LAUS area.

Thank you for this opportunity to share our support.

Denny Zane  
Executive Director  
Move LA



December 20, 2016

Melissa Elefante DuMond, AICP  
Director of Planning and Integration  
California High-Speed Rail Authority  
770 L Street, Suite 620  
Sacramento, CA 95814

Dear Ms. DuMond,

The Los Angeles Business Council (LABC) supports the U.S. EPA Brownfields Coalition Assessment Grant for the Los Angeles Union Station (LAUS) area in downtown Los Angeles submitted by the California High-Speed Rail Authority (Authority). The Authority is submitting the application on behalf of itself, the Los Angeles County Metropolitan Transportation Authority, and the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency.

The LAUS area has a rich cultural history and formerly served as an employment center for working families from diverse backgrounds. The station itself is a major transportation center and provides important connectivity between downtown Los Angeles and destinations throughout the region and across the country. Although diverse populations continue to live and work in the LAUS area, investments in institutional uses and public works projects have been prioritized throughout past decades instead of much needed community improvements. The importance of LAUS in the regional long range sustainable growth plan make the area around the station a major focus for future growth and development.

The grant award would set the stage for regeneration of key opportunity properties identified through local community planning. Strong support exists for creating new mixed-income housing, community services, and job-creating land uses in this area in order to take full advantage of the existing and planned transportation connections provided at and around LAUS. However, the industrial history of the area presents potential environmental concerns that could have implications on future site development. The grant funds will be utilized to assess our highest priority potential brownfield sites, engage community members, and work collaboratively with local jurisdictions and land owners. The desired outcome is to advance land reuse and promote growth and development within the LAUS area.

Thank you for this opportunity to share our support.

Sincerely,

A handwritten signature in dark ink that reads "Mary Leslie". The signature is written in a cursive, flowing style.

Mary Leslie  
President  
LABC





LOS ANGELES AREA  
CHAMBER OF COMMERCE

December 20, 2016

Melissa Elefante DuMond, AICP  
Director of Planning and Integration  
California High-Speed Rail Authority  
770 L Street, Suite 620  
Sacramento, CA 95814

**Re: Brownfields Coalition Assessment Grant for Los Angeles Union Station**

Dear Ms. DuMond,

On behalf of our 1,650 members and the over 650,000 people they employ in the Los Angeles region, I write to express our support for the U.S. EPA Brownfields Coalition Assessment Grant for the Los Angeles Union Station (LAUS) area in downtown Los Angeles. The California High-Speed Rail Authority is submitting the application on behalf of itself, the Los Angeles County Metropolitan Transportation Authority, and the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency.

The LAUS area has a rich cultural history and formerly served as an employment center for working families from diverse backgrounds. The station itself is a major transportation center and provides important connectivity between downtown Los Angeles and destinations throughout the region and across the country. Yet much needed community improvements and property revitalizations have fallen by the wayside over the last decade, even with the robust population that continues to live and work in the LAUS area. The area around LAUS also remains a major focus for future growth and development in the regional long range sustainable growth plan.

The grant award would set the stage for regeneration of key opportunity properties identified through local community planning. Strong support exists for creating new mixed-income housing, community services, and job-creating land uses in this area in order to take full advantage of the existing and planned transportation connections provided at and around LAUS. However, the industrial history of the area presents potential environmental concerns that could have implications on future site development. The grant funds will be utilized to assess our highest priority potential brownfield sites, engage community members, and work collaboratively with local jurisdictions and land owners. The desired outcome is to advance land reuse and promote growth and development within the LAUS area.

Thank you and please contact Samantha Beasley, at 213.580.7558 or [sbeasley@lachamber.com](mailto:sbeasley@lachamber.com), if you have any questions.

Sincerely,

Gary Toebben  
President & CEO

## Application for Federal Assistance SF-424

\* 1. Type of Submission:

- ☐ Preapplication  
☒ Application  
☐ Changed/Corrected Application

\* 2. Type of Application:

- ☒ New  
☐ Continuation  
☐ Revision

\* If Revision, select appropriate letter(s):

\* Other (Specify):

\* 3. Date Received:

12/22/2016

4. Applicant Identifier:

5a. Federal Entity Identifier:

5b. Federal Award Identifier:

State Use Only:

6. Date Received by State:

7. State Application Identifier:

### 8. APPLICANT INFORMATION:

\* a. Legal Name:

California High-Speed Rail Authority

\* b. Employer/Taxpayer Identification Number (EIN/TIN):

911879327

\* c. Organizational DUNS:

0110753760000

### d. Address:

\* Street1:

770 L Street, #620

Street2:

\* City:

Sacramento

County/Parish:

\* State:

CA: California

Province:

\* Country:

USA: UNITED STATES

\* Zip / Postal Code:

95814-3704

### e. Organizational Unit:

Department Name:

Government Relations

Division Name:

### f. Name and contact information of person to be contacted on matters involving this application:

Prefix:

Ms.

\* First Name:

Desi

Middle Name:

\* Last Name:

Malone

Suffix:

Title:

Grant Manager

Organizational Affiliation:

California High-Speed Rail Authority

\* Telephone Number:

916-330-5640

Fax Number:

\* Email:

desi.malone@hsr.ca.gov



## Application for Federal Assistance SF-424

### \* 9. Type of Applicant 1: Select Applicant Type:

A: State Government

Type of Applicant 2: Select Applicant Type:

Type of Applicant 3: Select Applicant Type:

\* Other (specify):

### \* 10. Name of Federal Agency:

Environmental Protection Agency

### 11. Catalog of Federal Domestic Assistance Number:

66.818

CFDA Title:

Brownfields Assessment and Cleanup Cooperative Agreements

### \* 12. Funding Opportunity Number:

EPA-OLEM-OBLR-16-08

\* Title:

FY17 Guidelines for Brownfields Assessment Grants

### 13. Competition Identification Number:

NONE

Title:

### 14. Areas Affected by Project (Cities, Counties, States, etc.):

Add Attachment

Delete Attachment

View Attachment

### \* 15. Descriptive Title of Applicant's Project:

Los Angeles Union Station Area Coalition Brownfields Assessment Grant

Attach supporting documents as specified in agency instructions.

Add Attachments

Delete Attachments

View Attachments

**Application for Federal Assistance SF-424****16. Congressional Districts Of:**

\* a. Applicant

6

\* b. Program/Project

34

Attach an additional list of Program/Project Congressional Districts if needed.

Add Attachment

Delete Attachment

View Attachment

**17. Proposed Project:**

\* a. Start Date:

04/03/2017

\* b. End Date:

04/30/2020

**18. Estimated Funding (\$):**

\* a. Federal

600,000.00

\* b. Applicant

0.00

\* c. State

0.00

\* d. Local

0.00

\* e. Other

0.00

\* f. Program Income

0.00

\* g. TOTAL

600,000.00

**\* 19. Is Application Subject to Review By State Under Executive Order 12372 Process?**☒ a. This application was made available to the State under the Executive Order 12372 Process for review on

04/23/2016

☐ b. Program is subject to E.O. 12372 but has not been selected by the State for review.☐ c. Program is not covered by E.O. 12372.**\* 20. Is the Applicant Delinquent On Any Federal Debt? (If "Yes," provide explanation in attachment.)**☐ Yes☒ No

If "Yes", provide explanation and attach

Add Attachment

Delete Attachment

View Attachment

**21. \*By signing this application, I certify (1) to the statements contained in the list of certifications\*\* and (2) that the statements herein are true, complete and accurate to the best of my knowledge. I also provide the required assurances\*\* and agree to comply with any resulting terms if I accept an award. I am aware that any false, fictitious, or fraudulent statements or claims may subject me to criminal, civil, or administrative penalties. (U.S. Code, Title 218, Section 1001)**

☒ \*\* I AGREE

\*\* The list of certifications and assurances, or an internet site where you may obtain this list, is contained in the announcement or agency specific instructions.

**Authorized Representative:**

Prefix:

Mr.

\* First Name:

Jeff

Middle Name:

\* Last Name:

Morales

Suffix:

\* Title:

Chief Executive Officer

\* Telephone Number:

916-384-1488

Fax Number:

\* Email:

jeff.morales@hsr.ca.gov

\* Signature of Authorized Representative:

Desi Malone

\* Date Signed:

12/22/2016